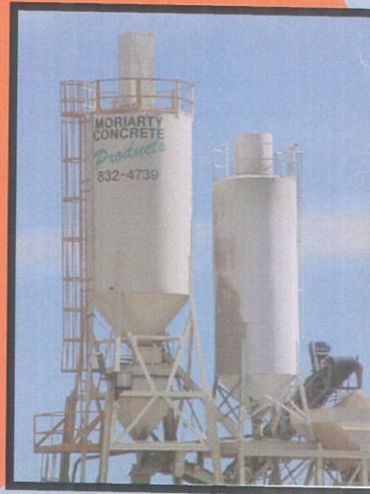
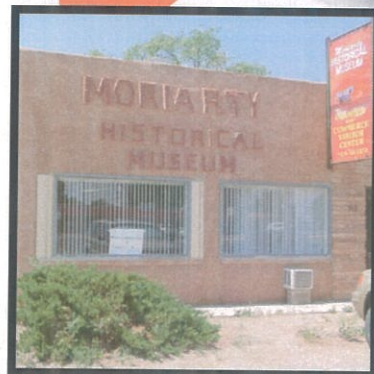


MORIARTY COMPREHENSIVE LAND USE PLAN



Prepared by
Mid-Region Council
of Governments



August 2003

Moriarty City Council

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COMPREHENSIVE LAND USE PLAN
for the
CITY OF MORIARTY, NEW MEXICO

Adopted by the City Council
July 8, 2003

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PART I

INTRODUCTION AND PURPOSE

A comprehensive plan is an official document that is adopted by a local government as a policy guide for making future decisions about the physical development and overall improvement of the community. The Plan indicates how the local residents and their elected officials want their city to evolve in the next 20 years and beyond. In addition, a comprehensive plan is a legally binding document of the City that provides a basis for regulations, operations, and programs necessary to manage current and future development.

The purpose of this Comprehensive Land Use Plan is to establish a foundation for strategic recommendations to guide and manage the future development of the City of Moriarty. The primary emphasis in this Plan is on land use activities as an indicator of community wellbeing, character, and municipal functions. Public meetings, planning workshops, and individual surveys and interviews of local citizens were used to gather public opinions and attitudes about the present status and future expectations for the City. The reason for extensive public involvement was to ensure sound public support for the proposed strategic action recommendations that are included within this Plan.

This Comprehensive Plan for Moriarty contains a community profile section describing the essential character of the City in terms of information and data on the regional setting, character of development, development history, population and housing, local economy, transportation and circulation, and the major public services and facilities that are available to Moriarty residents. This Plan also presents trends and projections of population, housing, and employment that provide a means for envisioning potential future development patterns of land use activities that define the community.

A key component of the Moriarty Comprehensive Plan is a statement of broad goals and specific objectives that define a desirable future for the City. These goals, with their subordinate objectives, are presented in the following categories: form and character of development, housing, transportation, water infrastructure, public services and facilities, and economic development. The goals and objectives also set the stage for the more specific proposed strategic action recommendations. These recommendations identify a variety of actions to implement the Plan in critical (i.e., immediate), short, medium, and long range time frames. Implementation of this plan will be subject to the policy directives established by the governing body of the City as deemed appropriate for the conditions and opportunities that unfold with the future.

Other plans were reviewed prior to the writing of this Plan. They include the following: *1990 Moriarty Comprehensive Plan*, *City of Moriarty Water System Master Plan* (1997), *Housing Needs Assessment* (2001), *A Master Plan for the City of Moriarty* (1997), and *the Airport Master Plan* (2000).

PART II

COMMUNITY PROFILE

Prior to determining particular strategies for guiding and managing future development, it is necessary to assess both the historical background and present-day conditions of Moriarty. The following community profile is a broad overview of Moriarty, and is intended to promote a common understanding of the City and its residents. The community profile describes the primary character of the City with information concerning the regional setting, present character of development, development history, population and housing, local economy, transportation and circulation, and all of the community services and facilities that are currently available to Moriarty citizens.

Regional Setting

The City of Moriarty is located in Torrance County; approximately 40 miles east of Albuquerque (see Figure 1). Geographically, the City of Moriarty is located in the northern portion of the Estancia Basin, east of the Sandia Mountains and Tijeras Canyon which serves as the pass to Albuquerque. Moriarty's neighboring municipalities include Edgewood to the west and Estancia, Willard, and Mountainair to the south.

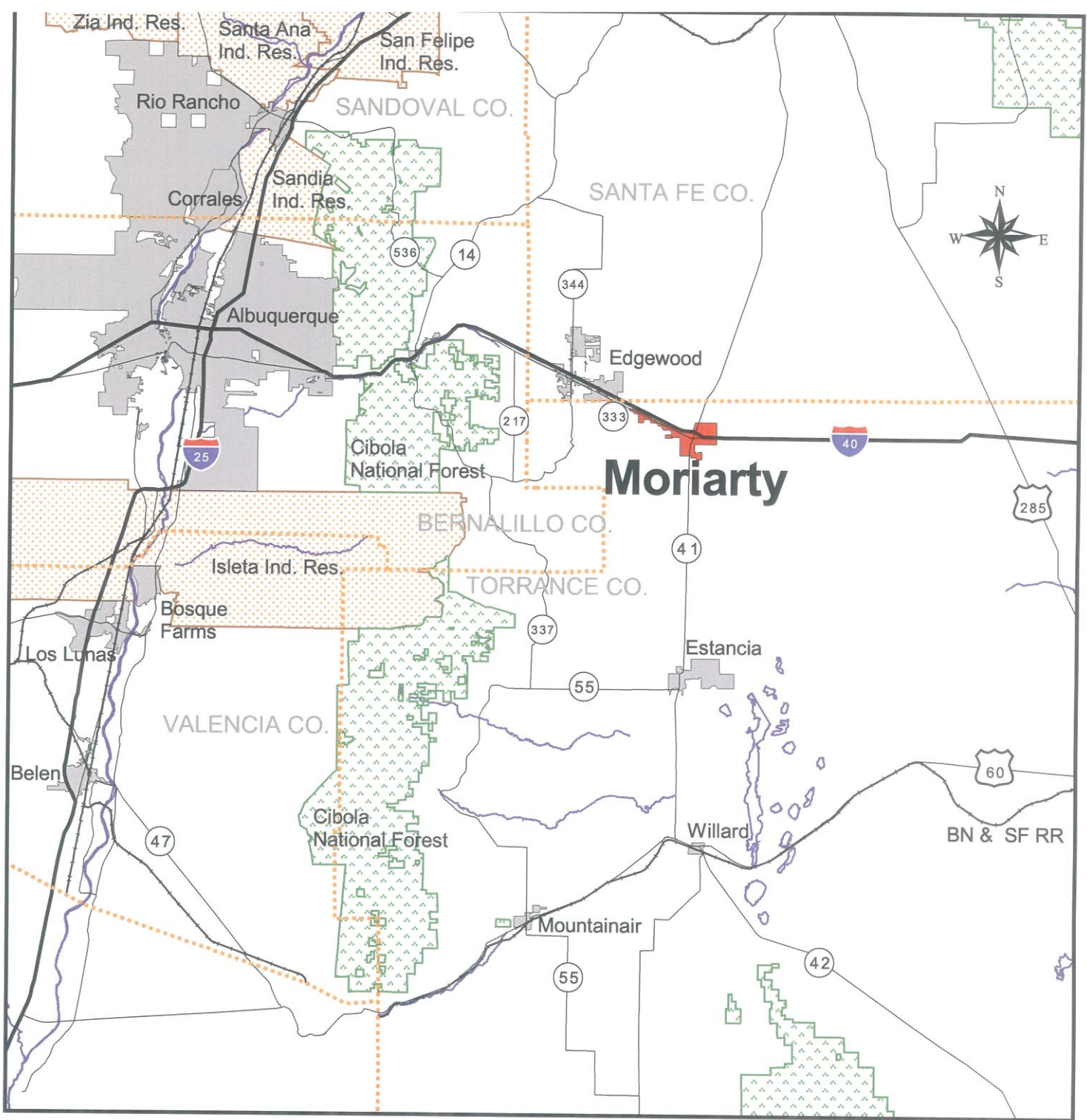
Moriarty is located at the junction of I-40 and NM 41. These two major roads are crucial to the City's economy, bringing truckers and travelers to Moriarty. Another road of great significance to Moriarty is Historic Route 66. The original "Mother Road" (Route 66, which once served as the main thoroughfare from Chicago to Los Angeles) is now designated as a national scenic byway and also serves as Moriarty's "Main Street" and primary location for businesses and services.



Historic Route 66 in Moriarty

Present Character of Development

Commercial and business development in Moriarty is concentrated along Historic Route 66 (the central business core of the community). Much of the traffic and business comes from I-40, which runs parallel to Historic Route 66 in an east-west direction. As a result of the proximity to these major roads, highway related services (gas stations, restaurants, vehicle repair, etc.) are major components of the economy. More recent commercial and business



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development is spreading along NM 41 and Martinez Road. The rapid growth of the Town of Edgewood, located less than ten miles west of Moriarty along I-40 is influencing commercial growth and traffic on the far northwest side of Moriarty along I-40 and NM 333 (Historic Route 66).

The City benefits from the two designated scenic and historic byways that pass through Moriarty: Route 66 and the Salt Missions Trail. The Salt Missions Trail leads to the extensive mission ruins of Abo, Gran Quivira, and Quarai.

Development History

The City of Moriarty was named for the first permanent family to settle in the community. Michael Timothy Moriarty, his wife and their three children arrived (at what is now Moriarty) in the fall of 1887, and homesteaded their land. Mr. Moriarty had moved his family from their farm home in Iowa to avoid the cold winters, which had aggravated his rheumatism. The first Moriarty family home was located about a mile and a quarter west of present day Moriarty. There were no railroads, no towns, and very few settlers in the Estancia Valley. The area was suited for cattle grazing, and Michael Moriarty became one of the many ranchers in central New Mexico.

A post office was established in Moriarty in 1903, with Michael Moriarty as the first postmaster. Before the railroad was built, the mail was brought to Moriarty by a horseback rider from Chilili. The Santa Fe Central Railroad built a line in this area in 1903; and in 1908, the line became the New Mexico Central Railroad. The railroad was built between the communities of Kennedy (southeast of Santa Fe) and Torrance, in southeastern Torrance County: passing through Stanley, Moriarty, Estancia, Willard, Progreso, and Cedarvale. This new passenger and freight line was opened to provide connections between Santa Fe and El Paso, and Santa Fe and Chicago via connecting lines at Torrance. Following the arrival of the railroad, a rush of homesteaders from Texas, Oklahoma, Kansas, and Iowa cut the land into farms and fields.

The railroad company built a depot, opened a telegraph office, and established a town which it called Moriarty. The Moriarty Depot soon became the center attraction in the community. Mr. Moriarty built the first store, which he rented to Dunlavy Mercantile Company. Another early business was the Levi Hughes store, which years later became the Moriarty Trading Company. The new town also had a grocery store, two hotels, a livery stable, and later a drugstore. The town also had a doctor in the early 1900's. The commercial buildings of the original town of Moriarty were located on present day Center Avenue. Many of the original buildings were destroyed by fire in the mid-1920's.

In 1906, Mr. Moriarty and Pete Vigil were chosen to obtain material, money and labor to build a school house. The railroad company donated land on which to construct the building. When the school was built in 1907, it also served as the center for church activities. That first school was located in the vicinity of

the present day intersection of Girard Avenue and Eighth Street. Also in 1907, the *Moriarty Messenger* began publishing a weekly newspaper, and the Moriarty Commercial Club was organized to attract business to the town and settlers to farms.

As a result of the drought of the early 1930's, farmers were forced to leave Moriarty and the Estancia Valley. However, a new community named Buford, for Buford Crossley, was built around the intersection of U.S. Highway (Route) 66 and State Highway 41, approximately one mile north of the original town site of Moriarty. Both areas were combined into the City of Moriarty in 1953 when the City was incorporated. Eventually, tourist traffic and the development of irrigated farms led to the rejuvenated growth of this community.

Route 66 was formed in 1926 by the Federal Highway Act. Originally, Route 66 was located just west of Santa Rosa with a route turning north toward Santa Fe. However, in 1937, Route 66 was re-routed to NM Highway 6 in the Rio Grande valley and passed through Moriarty. In the 1960's, Route 66 was superceded by Interstate 40. Two I-40 interchanges were completed for Moriarty in the 1970's, resulting in greater accessibility and the potential for increased growth.

In 1975, the railroad tracks which had been inactive for many years were removed and the right-of-way was sold. While the railroad origins of the City were diminished, the traditional gridded street pattern remained as evidence of the railroad days of the past. Moriarty continues to prosper as a service community for travelers; however, it now serves visitors as a highway community rather than a railroad community.

Population and Housing

Moriarty is a relatively small municipality located in northern Torrance County, approximately 37 miles east of the City of Albuquerque. The year 2000 Census population of Moriarty was 1,765. Table 1 displays Moriarty's population and housing data from U.S. Census information since 1980. The City has been steadily increasing in population since 1980.

Table 1
1980-2000
Population, Housing, and Households:
Moriarty

Year	Population	Housing Units*	Households	Moriarty Average Household Size**	National Average Household Size
1980	1,276	532	462	2.76	2.76
1990	1,399	597	513	2.73	2.63
2000	1,765	775	668	2.64	2.59

Source: U.S. Bureau of the Census and MRCOG

* Includes vacant units

**A portion of the population may not live in households, but in group quarters, dormitories, etc.

Another trend shown in Table 1 is the decreasing ratio of persons per household. National housing trends for decades have been toward smaller families, more childless couples, and more singles. Moriarty appears to be following these national housing trends, and coming quite close to the national average household size.

Moriarty is currently the largest incorporated municipality in Torrance County, despite the fact that it was the last to be incorporated (1953). Moriarty has continued to increase in population since its incorporation, whereas other municipalities in the County have experienced periodic decreases in population (see Table 2). It should be noted that the recent spike in population in Estancia is attributed primarily to inmates at a new detention facility east of the Town.

Table 2
1970-2000 Population
Torrance County Incorporated Municipalities

	1940	1950	1960	1970	1980	1990	2000
Encino	652	408	346	250	155	131	94
Estancia	668	916	797	721	830	792	1,584
Moriarty	--	--	720	758	1,276	1,399	1,765
Mountainair	1,477	1,418	1,605	1,022	1,170	926	1,116
Willard	462	296	294	209	166	183	240

Source: U.S. Bureau of the Census

Population Characteristics. The age/sex characteristics of the City have not changed much over the past decade. Table 3 presents population trends from 1990 to 2000 by age groups for males and females; and then comparing Moriarty with Torrance County and the State of New Mexico. The median age of Moriarty residents was 31.7 in 1990; in 2000, the median age was 32.0. In 1990, 32.4 percent of the population was under 18 years of age; in 2000, the percent of the population under 18 had increased slightly to 33.6 percent. Also, the proportion of the population between ages 45 and 64 increased from 17.4

percent in 1990 to 20.0 percent in 2000. The percent of the population age between the ages 25 and 44 decreased slightly, from 29.3 in 1990 to 28.3 in 2000. The proportion of the population 65 or over also decreased, from 13.4 percent in 1990 to 10.8 percent in 2000. The proportion of the population between ages 18 and 24 remained the basically same (7.5 percent in 1990 and 7.4 percent in 2000).

Overall, the City residents are slightly younger than residents of Torrance County and the State of New Mexico. The median age of City residents (32.0 years) is less than both Torrance County (34.8 years) and the State (34.6 years). The City's percentage of children (33.6 percent) is greater than both the County (30.4 percent) and the State (28.0 percent). The City has fewer persons between ages 45 and 64 (20.0 percent) compared to Torrance County (23.2 percent) and the State (22.2 percent). The City's percentage of retirees (10.8 percent) is more than the County as a whole (9.7 percent) but less than the State (11.7 percent).

Table 3
Trends and Comparisons
Moriarty, Torrance County, and New Mexico:
1990 and 2000 Age and Sex Distributions (by percentage)

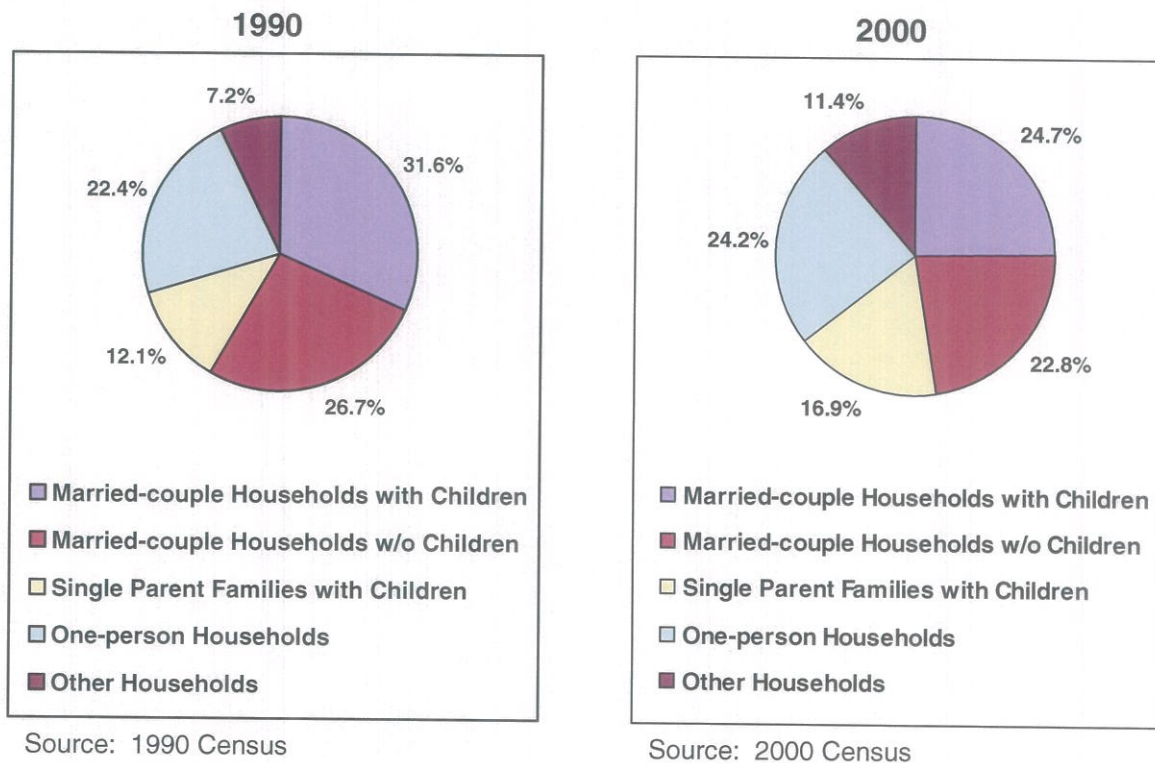
2000						
Age Group	Moriarty		Torrance County		New Mexico	
	Male	Female	Male	Female	Male	Female
< 18	34.0	33.2	30.1	30.6	29.0	27.0
18-24	8.6	6.3	8.2	6.7	10.1	9.5
25-44	27.4	29.0	29.7	28.8	28.6	28.1
45-64	19.6	20.4	23.0	23.4	21.9	22.5
65-over	10.4	11.1	9.0	10.5	10.4	12.9
Total %	100.0	100.0	100.0	100.0	100.0	100.0
Total Persons	817	948	8,681	8,230	894,317	924,729

1990						
Age Group	Moriarty		Torrance County		New Mexico	
	Male	Female	Male	Female	Male	Female
< 18	34.1	30.7	33.0	31.3	30.6	28.4
18-24	7.9	7.2	6.7	6.6	10.3	9.8
25-44	28.8	29.7	30.5	31.3	32.2	31.7
45-64	16.8	18.1	19.3	18.6	17.4	18.1
65-over	12.4	14.3	10.5	12.2	9.5	12.0
Total %	100.0	100.0	100.0	100.0	100.0	100.0
Total Persons	686	713	5,164	5,121	745,253	769,816

Source: 1990 Census and 2000 Census

The composition of households and families in 1990 and 2000 are provided in the form of pie charts in Figure 2. In 1990, 58.3 percent of the households were headed by a married couple; the percentage of married couple households decreased to 47.5 in 2000. The percentage of single parent families with children increased from 12.1 percent in 1990 to 16.9 percent in 2000. The percentage of one-person households also increased, from 22.4 percent to 24.2 percent during the decade. In addition, the percentage of non-traditional households increased substantially, from 7.2 percent in 1990 to 11.4 percent in 2000.

FIGURE 2
1990 and 2000 Household and Family Composition:
Moriarty



In general, the educational attainment is lower for Moriarty residents than for residents of Torrance County or the State as a whole. Among Moriarty residents, 75.9 percent had at least graduated from high school and 11.1 percent had graduated from college. The corresponding percentages for Torrance County were 77.1 percent and 14.5 percent. Among residents of the State of New Mexico, 78.8 percent had graduated from high school and 23.4 percent had also graduated from college. Compared to both Torrance County and the State, a smaller percentage of Moriarty residents had graduated from high school and a smaller percentage had finished college.

Table 4
Education Level for Persons
Age 25 and Over in 2000
for Moriarty, Torrance County, and New Mexico
(in percentages)

	Moriarty	Torrance County	New Mexico
Less than 9 th Grade	9.7	8.4	9.3
9 th -12 th Grade, No Diploma	14.4	14.5	11.9
High School Graduate	34.7	33.0	26.6
Some College, No Degree	27.1	24.7	22.9
Associate Degree	3.0	4.9	5.9
Bachelor Degree	8.0	10.3	13.6
Graduate or Professional Degree	3.1	4.2	9.8
Total Percent	100.0	100.0	100.0
Total Persons	1,044	10,556	1,134,801

Source: 2000 Census

The responses to the race and Hispanic origin questions have been cross-tabulated in Table 5, and indicate how individuals categorize themselves. More than 40 percent of Moriarty residents identified themselves as Hispanic. Nearly half of persons who considered themselves to be of Hispanic ancestry selected "other" as the best description of their race. By contrast, slightly more than a third (37.2 percent) of the residents of Torrance County considered themselves to be Hispanic. In 2000, 42.1 percent of the population of New Mexico regarded themselves to be Hispanic.

Table 5
2000 Race and Hispanic Origin Distribution
for Moriarty

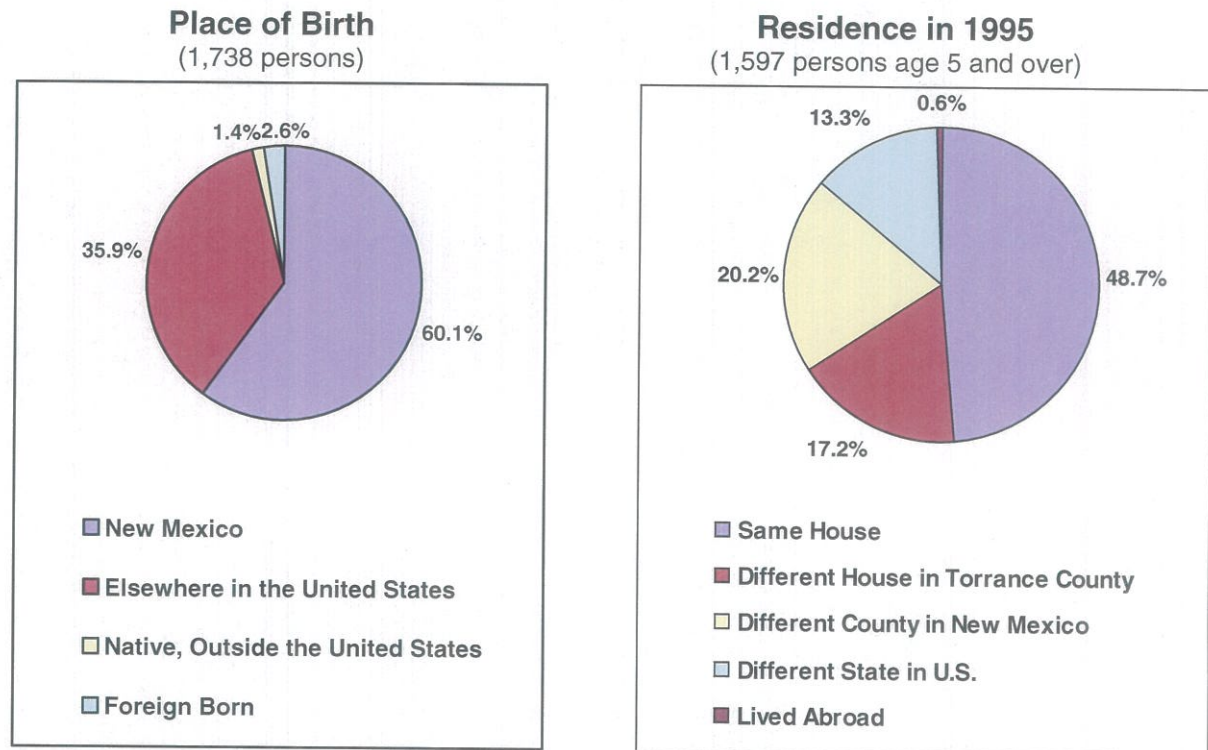
Race	Hispanic	Non-Hispanic	Total
Total Population:	720	1,045	1,765
White	320	978	1,298
Black	4	7	11
American Indian	8	36	44
Asian or Pacific Islander	0	5	5
Other	331	1	332
Bi-racial	57	18	75
Multi-racial	0	0	0

Source: 2000 Census

Slightly more than sixty percent of the residents of the City were born in New Mexico (see Figure 3), which is quite a bit greater than the statewide average of 51.5 percent. Torrance County was 53.6 percent native New Mexicans. There were few foreign born persons in the City (2.6 percent); this contrasts widely with the statewide average of 8.2 percent.

Nearly half of the population age 5 and over lived in the same house for at least 5 years prior to the 2000 Census (see Figure 3). This is slightly lower than the statewide average of 54.4 percent. In fact, 65.9 percent had lived in Torrance County 5 years prior and 86.1 percent had lived in New Mexico 5 years prior. This was slightly higher than the Torrance County percentage of 84.9 percent and the statewide percentage of 85.6 percent who had lived in New Mexico 5 years prior.

FIGURE 3
2000 Nativity and Migration:
Moriarty Residents



Source: 2000 Census

Source: 2000 Census

Housing Characteristics: The housing of Moriarty is fairly new, with about 82 percent of the structures built in the 1970's or later. Housing tenure data are provided in Table 6. A majority of the homes are occupied by their owners (63.6 percent), which is slightly lower than in 1990 (67 percent). The percentage of homes occupied by renters increased from 18.9 percent in 1990 to 22.6 percent in 2000. The balance of the housing was vacant, about 14 percent in both 1990 and 2000.

Table 6
2000 Housing Tenure
Moriarty

	2000 Number	2000 Percent	1990 Percent
Total Units (occupied and vacant):	775	100.0	100.0
Owner Occupied	493	63.6	67.0
Renter Occupied	175	22.6	18.9
Vacant	107	13.8	14.1

Source: 2000 Census and 1990 Census

Moriarty's 2000 vacancy rate was 13.8 percent, which was the lowest rate in Torrance County. By comparison, Estancia had a vacancy rate of 19.3 percent, Encino had a vacancy rate of 38.6 percent, Mountainair had a vacancy rate of 17.1 percent, Willard had a vacancy rate of 16.5 percent, and Torrance County as a whole had a vacancy rate of 17.0 percent. Moriarty's vacancy rate was similar to other municipalities that are located a comparable distance from Albuquerque; the vacancy rate in Belen was 12.1 percent and that of San Ysidro was 13.1 percent.

The age of occupied housing is reported in Table 7. More than four fifths (81.8 percent) of the housing units were constructed after 1970. Housing construction was very active during the 1970's (213 homes), diminished slightly during the 1980's (173 homes), and accelerated again during the 1990's (approximately 250 homes).

Table 7
2000 Age of Occupied Housing:
Moriarty
(vacant units excluded)

Year Structure Built	Number of Units
1999 – March 2000	30
1995 – 1998	144
1990 – 1994	83
1980 – 1989	173
1970 – 1979	213
1960 – 1969	66
1940 – 1959	70
1939 or Earlier	7

Source: 2000 Census

The vast majority of housing is designed primarily for single family occupancy (see Table 8). According to the 2000 Census, single family houses and mobile homes accounted for 88.4 percent of the housing, while 7.4 were multifamily housing units. The percentage of mobile homes increased from 1990 to 2000. There were 89 additional mobile homes added to the housing stock during the decade, compared to 36 additional single family houses. Currently, over one third of the homes in Moriarty are mobile homes.



Single Family Homes in Moriarty

It should be noted, however, that there is a distinction between mobile homes and manufactured housing. Manufactured housing units are often referred to as double-wide mobile homes. The Census long form questionnaire did not offer manufactured housing as a choice for a householder's type of housing. Householders who lived in manufactured housing could have selected either "a mobile home" or "a one-family house detached from any other house" to describe their home. Therefore, the percentage of mobile homes and manufactured housing combined is greater than what the Census statistics show for mobile homes. While mobile homes and manufactured housing provide a legitimate and acceptable alternative to traditional site-built housing, they tend to deteriorate more rapidly than site-built housing, thus lowering the assessed valuation of property and potentially detracting from the appearance of the City. Therefore, the City should maintain an appropriate planning process to ensure proper siting and installation of mobile and manufactured homes.

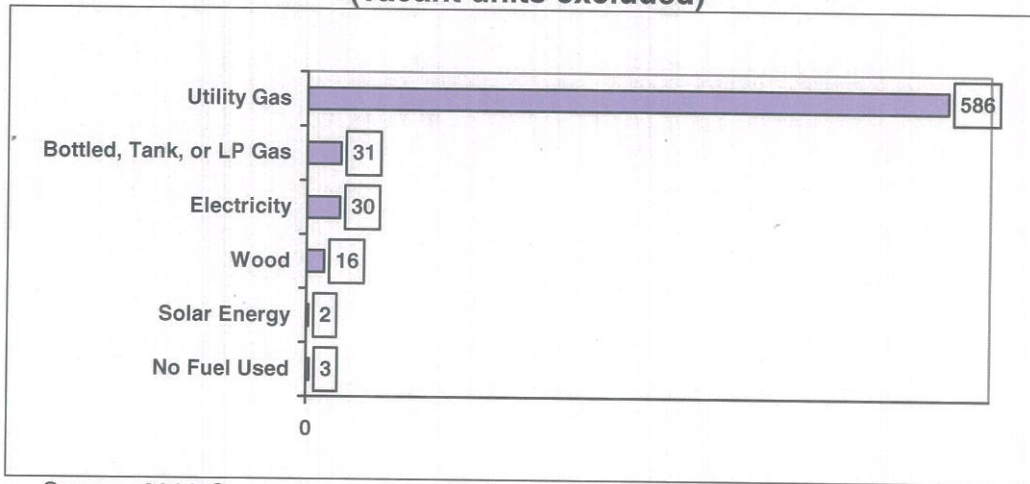
Figure 4 displays a graph showing the types of housing heating sources in the City. Nearly all of the housing units today are heated with natural gas.

Table 8
1990 and 2000 Housing Type
Moriarty
(all housing units including vacant)

Type	2000 Number of Units	2000 Percent	1990 Percent
Single Family	392	49.9	59.6
Multifamily	58	7.4	2.7
Mobile Homes	303	38.5	35.9
Other Housing Units	33	4.2	1.8
Total	786	100.0	100.0

Source: 2000 Census and 1990 Census

FIGURE 4
2000 Housing Heating Fuel for Occupied Units:
Moriarty
(vacant units excluded)



Source: 2000 Census

During the 15 months prior to the 2000 Census, 30 new housing units were reported (Table 7) but 165 new householders were reported (Table 9). Both these items came from sample data, so they should be considered estimates rather than exact numbers. These data indicate that Moriarty had a considerable number of householders (135 householders or 20.2 percent of the City's householders) who moved into existing units during that 15 month period.

Table 9
Year Householder Moved Into Unit
Moriarty

Year	Number of Units	Percent
1999 to March 2000	165	24.7
1995 to 1998	205	30.7
1990 to 1994	118	17.7
1980 to 1989	85	12.7
1970 to 1979	54	8.1
1969 or earlier	41	6.1
Total	668	100.0

Source: 2000 Census

Local Economy

The economic characteristics of Moriarty provide insight into the basic conditions of the community. A healthy local economy provides both employment opportunities for residents and a strong tax base for the City.

Labor Force, Employment and Earnings Almost two thirds of the persons age 16 and over were in the labor force, 93.1 percent of whom were

employed. The 2000 labor force and employment for Moriarty are presented in Table 10 with comparisons to Torrance County and the State of New Mexico. The percentage of the population in the labor force is higher in Moriarty than either Torrance County, as a whole, or the State. The main difference is the percentage of males participating in the labor force, since the female percentage was slightly lower than the County and State rates. The unemployment rate for Moriarty was 6.9 percent, compared to 6.0 in Torrance County and 7.3 in the State as a whole.

Table 10
2000 Labor Force and Employment
for Moriarty, Torrance County, and New Mexico

Classification	Moriarty		Torrance County	New Mexico
	Number	Percentage	Percentage	Percentage
Total Persons Age 16 and Over:	1,216	100.0	100.0	100.0
In Civilian Labor Force	770	63.3	58.5	60.2
In Armed Forces	0	0.0	0.0	0.8
Not in Labor Force	446	36.7	41.5	39.0
Civilian Labor Force:	770	100.0	100.0	100.0
Employed	717	93.1	94.0	92.7
Unemployed	53	6.9	6.0	7.3
Males Age 16 and Over:	554	100.0	100.0	100.0
In Civilian Labor Force	419	75.6	63.5	66.2
In Armed Forces	0	0.0	0.0	1.4
Not in Labor Force	135	24.4	36.5	32.4
Females Age 16 and Over:	662	100.0	100.0	100.0
In Civilian Labor Force	351	53.0	53.1	54.4
In Armed Forces	0	0.0	0.1	0.3
Not in Labor Force	311	47.0	46.8	45.3

Source: 2000 Census

A categorical listing of occupations for the employed residents of Moriarty is displayed in Table 11. Clearly there is a wide cross section of workers living in the City, with the categories not very different than Torrance County and the State. Compared to Torrance County and the State, there were fewer persons in the management/professional occupations, and more persons in the sales/office and construction/extraction/maintenance occupations.

Table 11
2000 Civilian Occupations for Employed Residents
Moriarty, Torrance County, and New Mexico

Occupation	Moriarty		Torrance County	New Mexico
	Number	Percent	Percent	Percent
Total Employed Persons Age 16 and Over:	717	100.0	100.0	100.0
Management/Professional/Related Occupations	191	26.6	30.3	34.0
Service	135	18.8	17.3	17.0
Sales/Office	202	28.2	21.6	25.9
Farming/Forestry/Fishing	3	0.4	1.7	1.0
Construction/Extraction/Maintenance	123	17.2	14.9	11.4
Production/Transportation/Material Moving	63	8.8	14.2	10.7

Source: 2000 Census

Table 12 shows the jobs of Moriarty residents according to industry categories. The largest number of jobs was in education/health/social services, followed by retail trade and construction. Education jobs were accountable to the Moriarty Municipal Schools. Approximately 17 percent of the residents in Moriarty worked in the retail trade sector, providing goods to travelers on I-40, local residents, and nearby farmers and ranchers. The major retail employers in Moriarty include Alco Discount Stores, Mike's Friendly Store, Moriarty Foods, as well as numerous small retail shops.

Table 12
2000 Industries for Residents of Moriarty

Industry Categories	Number	Percent
Agriculture/Forestry/Fishing/Hunting/Mining	11	1.5
Construction	90	12.6
Manufacturing	19	2.7
Wholesale Trade	11	1.5
Retail Trade	124	17.3
Transportation/Warehousing/Utilities	56	7.8
Information	16	2.2
Finance/Insurance/Real Estate/Rental/Leasing	38	5.3
Professional/Scientific/Management/Administrative/Waste Management Services	50	7.0
Education/Health/Social Services	132	18.4
Arts/Entertainment/Recreation/Accommodation/Food Services	49	6.8
Other Services (except public administration)	39	5.4
Public Administration	82	11.5
Total jobs	717	100.0

Source: 2000 Census

Workers were defined as those persons who went to work during the week prior to the Census date. This is a slightly different total than the total employed residents. The place of work was determined to be the primary work location during the week prior to the Census date. More than a third (38.8 percent) of the 711 workers residing in Moriarty found work in Moriarty. An additional 18.7 percent found work elsewhere in Torrance County, and 42.5 percent found work outside of Torrance County. The percentage of Moriarty residents who found work in Torrance County (57.5 percent) is slightly higher than the percentage for Torrance County residents as a whole (51.3 percent), but much lower than the State percentage of 84.6 percent of workers who worked in their county of residence. Three out of every four workers drove to work alone, while another 16.9 percent used carpools as a means to get to work (see Table 13). The average travel time to work for Moriarty residents was 33 minutes.

Table 13
2000 Commuting to Work for Residents of Moriarty

Mode of Transportation	Number	Percent
Total workers 16 years and over:	711	100.0
Drove Alone (car, truck, or van)	529	74.4
Carpool (car, truck, or van)	120	16.9
Public Transportation (including taxicab)	0	0.0
Walked	43	6.1
Other Means	6	0.8
Worked at Home	13	1.8

Source: 2000 Census

A distribution of the year 1999 household income is provided in Table 14. The 1999 median household income for Moriarty was \$25,150, well below the median for Torrance County (\$30,446). It is also considerably below the New Mexico median of \$34,133 and the United States median of \$41,994. Likewise, the per capita income for Moriarty (\$13,640) is below that of Torrance County (\$14,134), New Mexico (\$17,261) and the United States (\$21,587). As would be expected, Moriarty residents have supplemented their incomes with a variety of assistance programs. In Moriarty, 28.2 percent of the City's households received Social Security income; 15.2 percent received retirement income; 9.5 percent received Supplemental Security income; and 7.6 percent received public assistance income.

Table 14
1999 Household Income
Moriarty, Torrance County, and New Mexico

Category	Moriarty		Torrance County	New Mexico
	Number	Percent	Percent	Percent
Less than \$10,000	125	18.2	13.7	12.5
\$10,000 to \$14,999	78	11.4	9.2	8.4
\$15,000 to \$24,999	138	20.1	17.7	15.8
\$25,000 to \$34,999	90	13.1	16.2	14.4
\$35,000 to \$49,999	100	14.6	19.1	17.0
\$50,000 to \$74,999	104	15.2	15.1	16.5
\$75,000 to \$99,999	25	3.7	4.9	7.8
\$100,000 to \$149,999	15	2.2	2.7	5.0
\$150,000 to \$199,999	6	0.9	0.6	1.3
\$200,000 or more	4	0.6	0.8	1.3
Total Households	685	100.0	100.0	100.0

Source: 2000 Census

Moriarty has a slightly lower percentage of individuals living in poverty compared to the County and the State, but a higher percentage than the nation. In Moriarty, 18.0 percent of the population was determined to be below the poverty level, compared to 19.0 percent in Torrance County and 18.4 percent in New Mexico. The percentage of individuals living in poverty in the United States during 1999 was 12.4 percent. An economic development strategy of bringing higher wage jobs to the City is needed to raise the median household income in Moriarty.

Municipal Revenues and Expenditures. New Mexico relies heavily on gross receipts and selective excise taxes (such as gasoline taxes, cigarette taxes, and motor vehicle fees) to fund local government operations. Compared to other states, New Mexico relies more heavily on the gross-receipts tax, ranking the third highest in the country for this tax as a percentage of personal income (Hain, 1994). Furthermore, New Mexico's reliance on this tax has increased through the 1980's and 1990's. The State collects a 5 percent gross-receipts tax, and in turn, distributes 1.225 percent of those gross receipts tax revenues to municipalities. Municipalities may also enact local option gross receipts taxes and local option infrastructure gross receipts taxes.

The major sources of Moriarty's municipal revenues (excluding capital and enterprise fund revenues) are shown in Table 15. Over the past three years, gross receipts taxes (municipal gross-receipts and municipal local-option gross-receipts) have increased from 70.9 to 81.9 percent of Moriarty's general revenues, and they have increased from 57.2 to 64.6 percent of the City's total municipal revenues, excluding capital and enterprise fund revenues. Since taxable gross receipts are essential for financing the City's services, it will be necessary for the City to take steps to ensure that its commercial activities are sustained.

Table 15
1999-2001 Municipal Receipts:
Moriarty
(Excluding Capital and Enterprise Fund Revenues)

Year	2001	2000	1999
General Fund			
Franchise Tax	\$ 9,890	\$ 10,589	\$ 11,073
Cigarette Tax	11,372	11,347	10,925
Municipal Gross Receipts (1.225%)	638,032	717,924	605,898
Liquor Licenses	1,500	1,250	1,250
Other Licenses and Permits	5,175	4,571	4,852
Administrative Fees	--	--	3,465
Small Cities Assistance	--	30,000	15,000
Environmental Gross Receipts Tax	32,121	31,171	24,822
Infrastructure Gross Receipts Tax	59,627	63,197	55,560
Municipal Local Option Gross Receipts	645,647	720,137	608,219
Current Property Tax	39,354	36,071	32,486
Gasoline Tax – Regular	--	--	101,191
Gasoline Tax (1 cent)	--	--	69,065
Motor Vehicle	22,300	24,085	24,124
Other	214,565	334,073	258,742
General Fund Subtotal:	\$1,679,583	\$1,984,415	\$1,826,672
Emergency Medical Services	9,065	9,318	10,046
Fire Protection	38,848	38,848	170,037
Law Enforcement Protection	24,200	19,400	19,700
Lodgers' Tax	136,895	135,704	100,736
Municipal Street	235,032	317,590	--
Recreation	5,686	5,111	5,463
Intergovernmental Grants	--	--	130,402
Total:	\$2,129,309	\$2,510,386	\$2,263,056

Source: N.M. Department of Finance and Administration, Local Government Division

Moriarty's primary expenses (excluding capital expenditures and enterprise funds) are shown in Table 16. The table clearly shows that Moriarty's greatest expense is public safety (police, fire, EMS, and corrections), and has been increasing over the years. Public safety accounted for 42.9 percent of Moriarty's expenditures in 2001, 42.5 percent in 2000, and 41.6 percent in 1999.

Table 16
1999-2001 Municipal Disbursements:
Moriarty
(Excluding Capital and Enterprise Fund Expenditures)

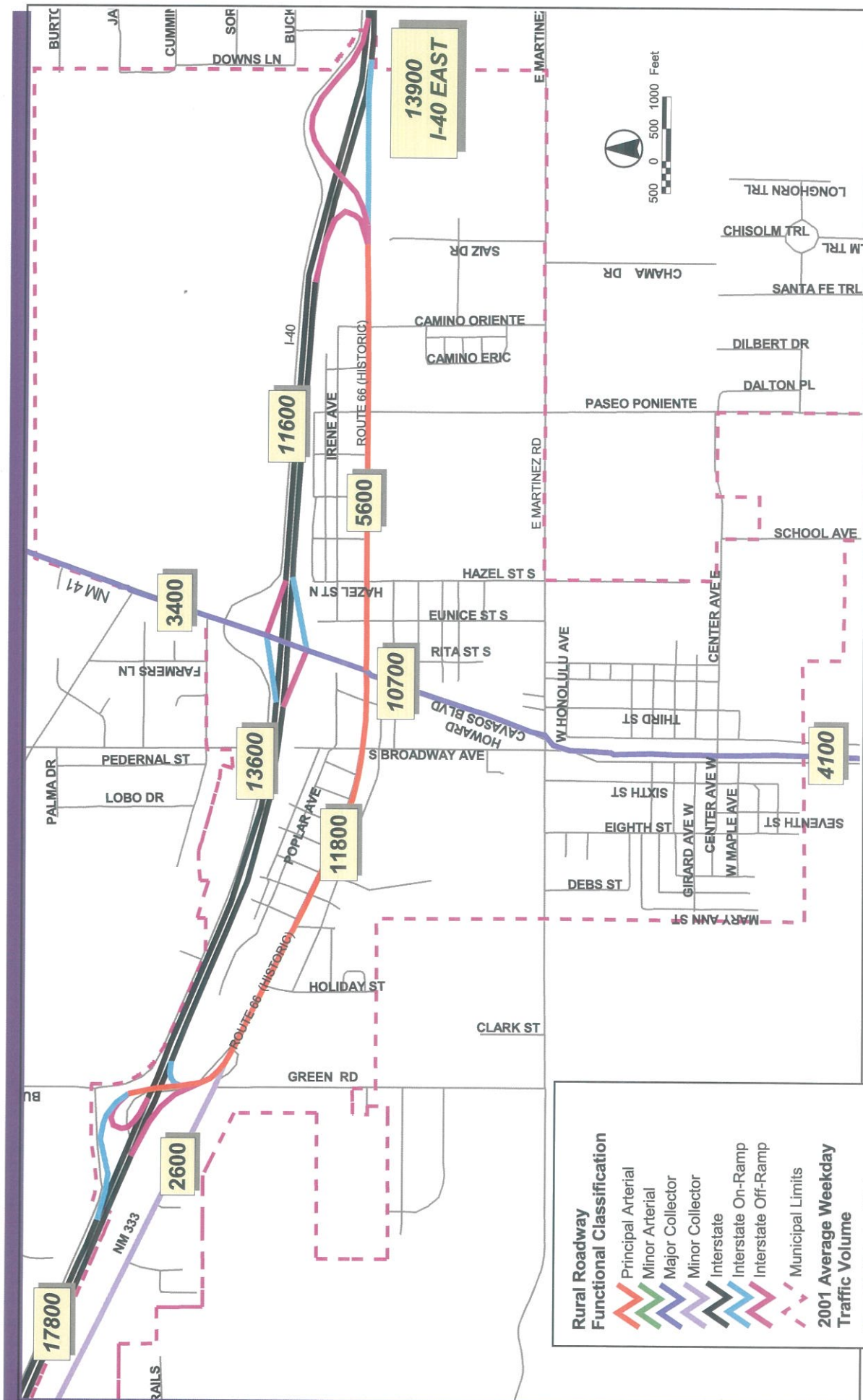
Year	2001	2000	1999
General Fund:			
Executive/Legislative	\$ 184,160	\$ 143,386	\$ 181,823
Judicial	54,065	50,696	42,940
Financial Administration	222,647	207,610	213,779
Parks & Recreation	182,510	129,313	119,946
Other	71,976	120,800	112,780
Senior Citizens	1,299	1,039	--
Library	73,486	90,975	68,484
Community Development	--	16,896	--
Planning & Zoning	28,794	42,003	--
Public Safety	609,189	564,902	569,319
Fire & Ambulance	179,522	289,871	159,397
Streets & Drainage	--	--	242,236
General Fund Subtotal:	\$1,607,648	\$1,657,491	\$1,710,704
Emergency Medical Services	9,047	9,318	10,046
Fire Protection	19,536	38,834	170,037
Law Enforcement	24,964	18,636	35,872
Lodgers' Tax	88,653	43,844	57,809
Streets (1 cent)	209,508	397,276	--
Recreation (1 cent)	6,229	4,551	6,331
Intergovernmental Grants	--	--	280,313
Total:	\$1,965,585	\$2,169,950	\$2,271,112

Source: N.M. Department of Finance and Administration, Local Government Division

In 2000, Moriarty spent \$1,229.43 per resident to provide the public services contained in Table 16. This is greater than the other municipalities in Torrance County: the Village of Encino spent \$784 per resident, the Town of Estancia spent \$405 per resident, the Town of Mountainair spent \$736 per resident, and the Village of Willard spent \$346 per resident. The largest differences between the disbursements in Moriarty and the disbursements in the other municipalities were in public safety, streets and drainage, parks and recreation, and the library.

Transportation and Circulation

Moriarty sits at the crossroads of Interstate Highway I-40 and NM Highway 41. I-40 is the major east-west freeway in the State, and NM 41 is a key north-south highway in Torrance County which connects Moriarty, Estancia, and Willard. Historic Route 66 (NM 333) also runs through Moriarty, and serves as the City's Main Street. A map showing the Moriarty street network, the functional classification of streets, and average daily traffic flow is provided as Figure 5.



Moriaty Comprehensive Plan
Figure 5
Highway Functional Classification
and Traffic Flow

Functional classification is divided into three categories: 1) Arterial streets or highways, which consist of continuous or long-distance travel routes providing regional connections among urban and rural communities, and emphasize a high level of mobility for movement through the region; 2) Collector streets, which provide a linkage between local roads and arterial highways; and 3) Local streets, which provide direct access to all abutting lands and carry traffic to the higher capacity collectors and arterials.

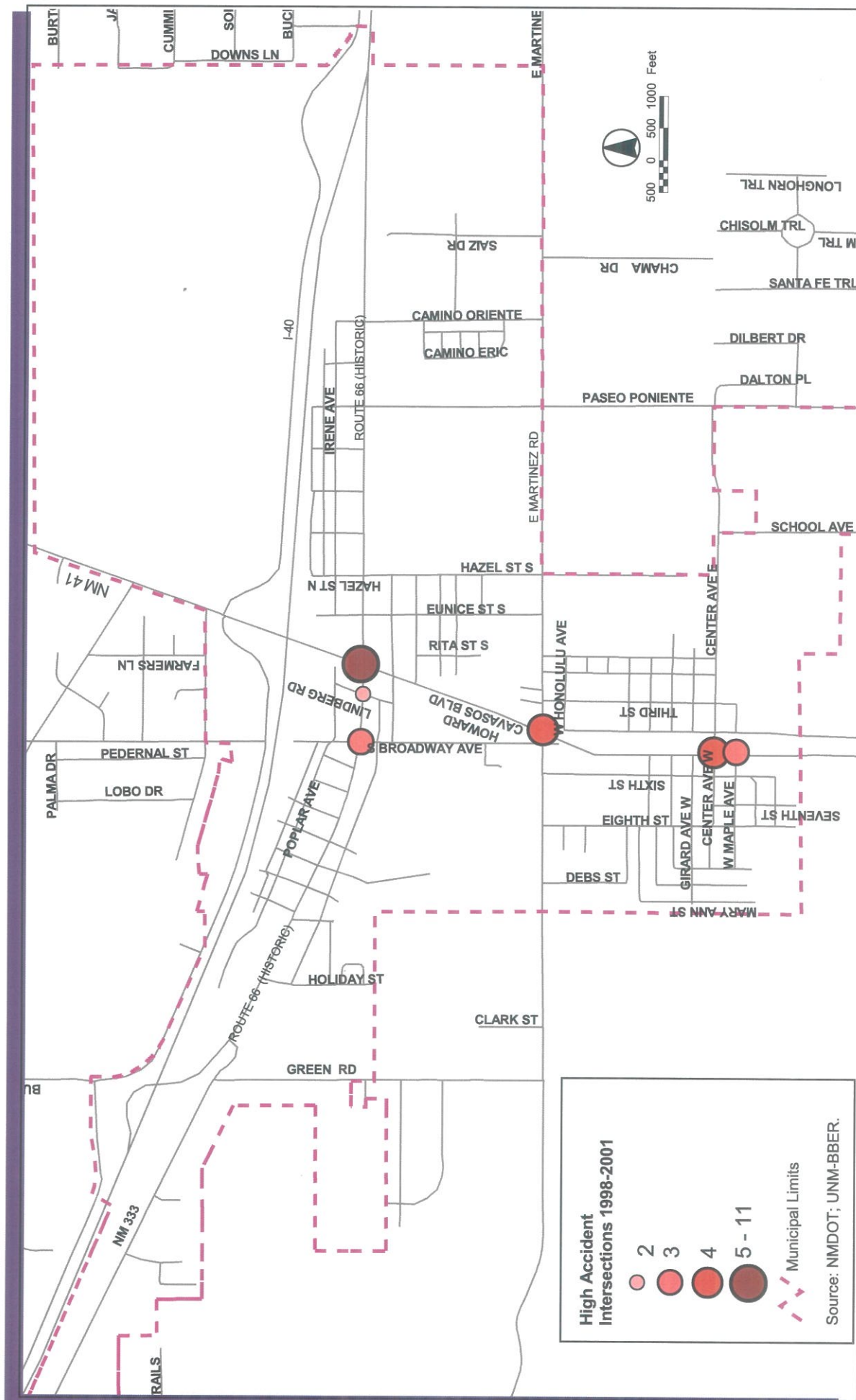
The functional classification of streets and highways is used to define how specific transportation routes are used in serving the community, both currently and in the future. Functional classification also implies design standards necessary to provide adequate traffic-carrying capacity on the street network. Generally, the street design and right-of-way standards related to the functional classification are established in the adopted Subdivision Regulations for the City. I-40 is an Interstate, and NM 41 is a Rural Major Collector. All other roadways are classified as local streets. The traffic counts on the major streets are also shown in Table 17.

Table 17
Area Average Daily Traffic: Moriarty

Location	1993	1995	1997	1999	2001
NM 41 (north of CR A027)	2600	4600	5300	4000	4100
NM 41 (south of Route 66)				10800	10700
Route 66 (west of NM 41)	11800	10600	11500	11800	11800
NM 333 (at Santa Fe/Torrance Co. line)	2800	3700	3800	3900	2600
NM 41 (north of Route 66)	5600	3300	3500	6700	6300
NM 41 (north of I-40 ramps)	1200	2300	3100	3300	3400
Route 66 (west of I-40 south ramps)	2800	4600	4300	4400	5600

Source: MRCOG

Traffic crash data obtained from the University of New Mexico (UNM) Division of Government Research (DGR) was reviewed for the years 1998-2001. These data are based on reports received by the Traffic Safety Bureau, and do not include non-injury crashes or crashes not reported to Santa Fe. Table 18 shows the locations of the fatal and injury crashes which occurred in the City during that four-year period. Figure 6 (High Accident Intersections) shows these high accident locations on a map.



Moriarty Comprehensive Plan

Figure 6
High Accident Intersections

6/03

Table 18
Most Dangerous Intersections in Moriarty

Street	Cross Street	Intersection Rank	Total Crashes
Central Ave (Old US 66)	Howard Cavazos Blvd (NM 41)	1	5
Howard Cavazos Blvd (NM 41)	Center Ave	2	4
Howard Cavazos Blvd (NM 41)	Martinez Rd	2	4
Howard Cavazos Blvd (NM 41)	Central Ave (Old US 66)	3	3
Howard Cavazos Blvd (NM 41)	Maple Ave	3	3
Central Ave (Old US 66)	Broadway St	3	3
NM 333	Howard Cavazos Blvd (NM 41)	3	3
Central Ave (Old US 66)	Lindburg Rd	4	2

Source: University of New Mexico Division of Government Research

Community Facilities and Services

One of the primary objectives in any community planning process is to determine the type and extent of public services necessary to provide for the residents' needs. This portion of the community profile examines those facilities and services currently being provided to Moriarty residents.

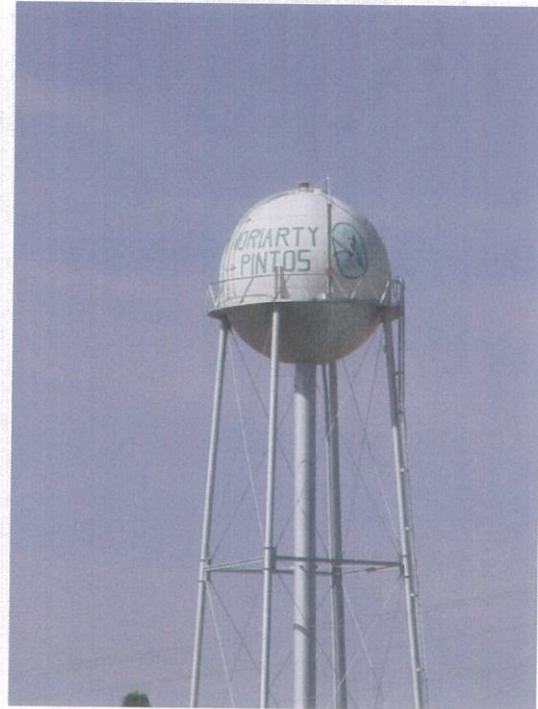
Local Government Operations The City of Moriarty is an incorporated municipality in Torrance County, and has a Mayor-Council form of government. There are six elective positions: the Mayor, the four City Council members, and the Municipal Judge. Elected officials serve four-year, staggered terms.

City officials who are appointed by the City Council are the Clerk/Treasurer and the Chief of Police. The City's department heads include the Chief of Fire/EMS, Community Development Director, Chief of Police, City Clerk/Treasurer, and Director of Public Works. The total number of persons employed by the City is approximately 42 full-time and two part-time employees. There are also several appointed committees and advisory bodies: the Planning and Zoning Commission, Library Board, Airport Advisory Committee, and the Lodgers Tax Committee.



Moriarty City Hall

Water Supply and Wastewater Disposal. The City of Moriarty provides municipal water supply and wastewater collection and treatment systems for its residents. The average water usage for the City is 369,403 gallons per day. The storage capacity for the water system is 800,000 gallons. The system currently has about 702 residential connections and 142 commercial connections. Roughly 90 to 95 percent of Moriarty's citizens are served by the municipal water system. Those areas not served by City water and wastewater services are shown in Figure 7, along with the locations of wellhead protection zones and the wastewater treatment plant.

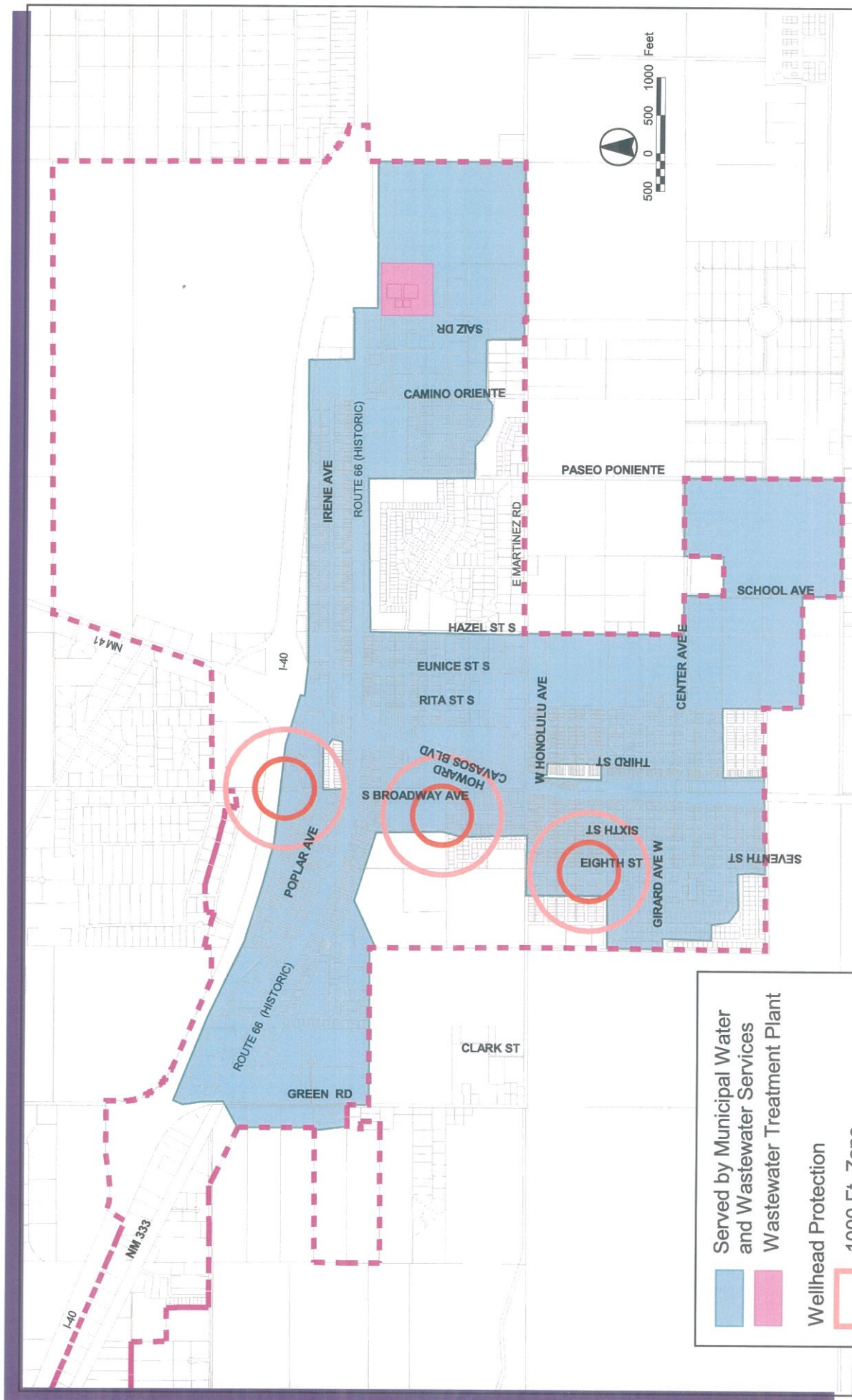


Moriarty Water Tower

The source of Moriarty's water supply is groundwater. The City currently has three water supply wells. The City's water is tested regularly and treated with chlorine gas.

The City operates a wastewater treatment plant. The system currently has 702 residential connections and 132 commercial connections. Over 90 percent of all the City's residents are served by the wastewater treatment plant. The average flow at the plant is 180,000 to 200,000 gallons per day, with a capacity of 400,000 gallons per day. The wastewater system is 35-40 years old, but has been updated several times.

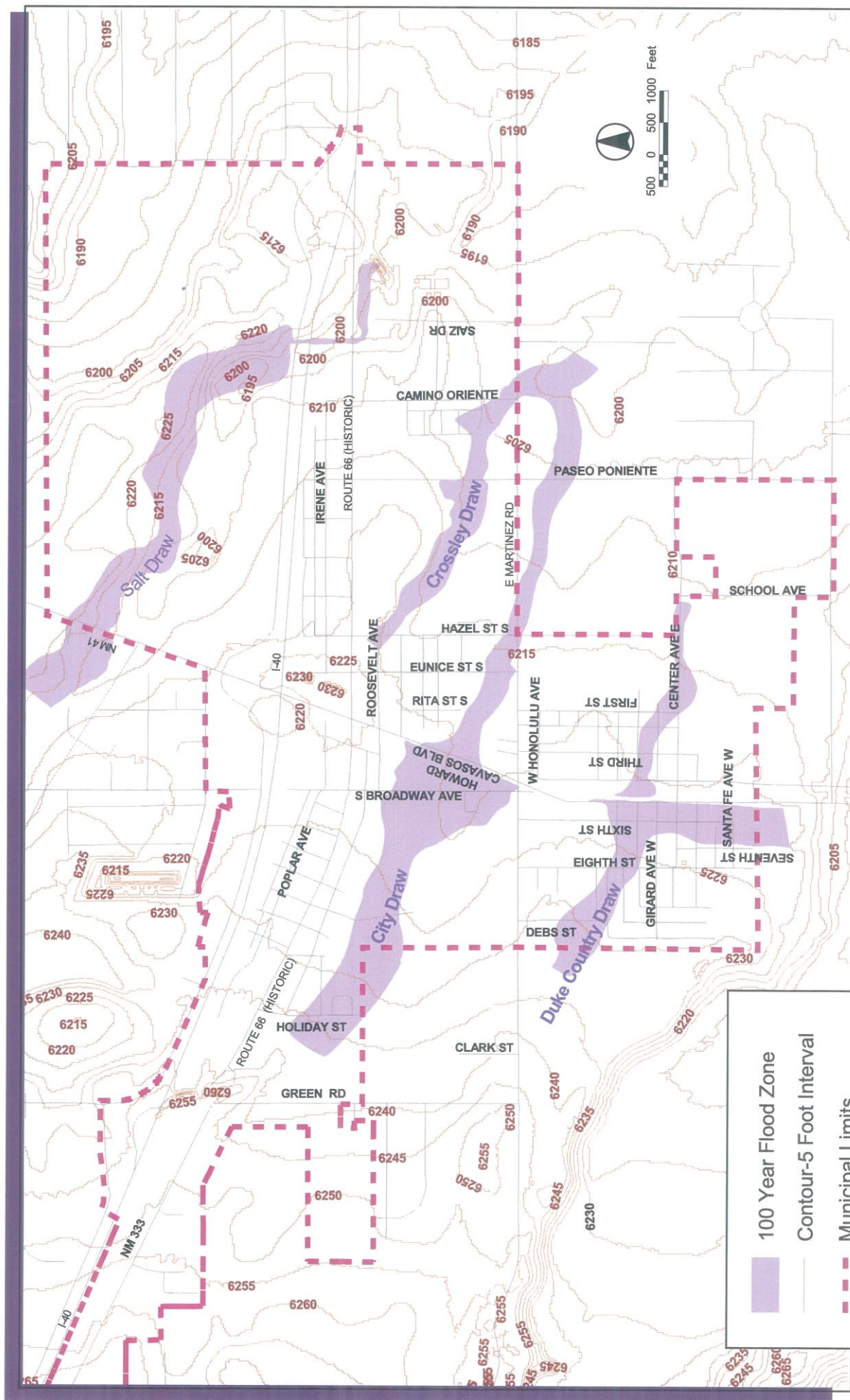
Stormwater Management Significant portions of the City of Moriarty are located within the designated 100-year flood plain. The 100-year flood plains can be found in three areas of the City (see Figure 8). These three flood plains coincide with certain "Draws" found throughout the City. The largest 100 year flood plain area runs along the City Draw, stretching west to east while crossing Holiday Street, Broadway Avenue, Eunice Street, Hazel Street, and Martinez Road. The Crossley Draw, which extends from Hazel Street and Roosevelt Avenue to Martinez Road is also in this flood plain area. The second area where flood plains are found in the City is along the Duke County Draw which stretches from Debs Street to First Street, and from Katherine Avenue to south of Santa Fe Avenue West. The third 100-year flood area is found north of the City along the Salt Draw, which crosses over I-40 on Moriarty's east side.



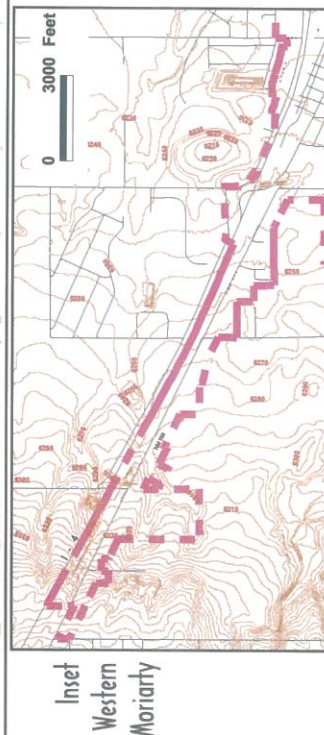
Moriarty Comprehensive Plan

Figure 7

City Water Utilities



Moriarty Comprehensive Plan
Figure 8
100 Year Flood Zone,
Drainage, and Topography



100 Year Flood Zone
Contour-5 Foot Interval
Municipal Limits

Sources: USGS DLG and DEM data for Moriarty
North and Moriarty South 7.5' quadrangles;
MRCOG.

The 100-year flood areas are estimated to flood at a frequency of once in 100 years or, in other words, have a one percent chance of flooding in any given year. The 100-year Base Flood Level was designated by the Federal Insurance Administration of the U.S. Department of Housing and Urban Development; and subsidized flood insurance is available for properties within the community. The program is directed by the Federal Emergency Management Agency (FEMA). Development in these 100-year flood plain areas should be regulated and observed to diminish the possibility of flood damage.



Flooding in Moriarty, September, 2002

Arid conditions are normal in Moriarty. The average annual precipitation for Moriarty is only 12.3 inches. However about half (6.2 inches) occurs during the summer monsoons between July and September. These monsoon rains are often brief but intense storms, which can lead to flooding.

Parks, Recreation, and Open Space. The City of Moriarty has several parks that are used for a variety of different recreational activities. In addition to recreation, parks and open spaces can provide many natural benefits, such as groundwater recharge, air cleansing and scenic beauty, as well as increased property values and health benefits. All public recreation facilities in Moriarty are identified and categorized in Table 19.

Table 19
Parks and Recreation Resources: Moriarty

Name	Acres	Facilities/Equipment
Moriarty Sports Complex	19.17	6 baseball fields, bleachers, announcer's booth, concrete dugouts, concession building, public restrooms, fire hydrants, developed parking, landscaping, sidewalks, scoreboards, equipment building, effluent reuse facility, utilities
B.M. Grissom Park	1.37	basketball court, slide, merry-go-round
City of Moriarty Park/Memorial Gardens Park	7.48	3 tennis courts, basketball court, picnic tables with canopies, swings, slides, sprinkler system, concession stand, restrooms

Heritage Rodeo Arena	30.60	bleachers, announcer's booth, landscaping, drip system, well, bucking bull shoots, holding pen, roping shoots, lighting, portable concession
Crossley Park	2.57	picnic tables, gazebo, lighted marquee, electricity, water, grass, sprinkler system

Source: City of Moriarty

Police, Fire, and Ambulance The Town's Police Department is located at 201 Broadway. The Department consists of a Police Chief, a sergeant, and seven patrolmen. The Police Department operates ten patrol cars. The Department also has a single holding cell for prisoners. Prisoners are then transferred to the CCA (Corrections Corporation of America) detention facility in Estancia.

A regional animal control center is shared by Moriarty, Edgewood, and Torrance County. Presently, each of the municipalities and the County do their own animal control, but animals can be stored at the center located in Sweetwater Hills, Torrance County. In the near future, the animal control duties will be shared.

Fire protection in the City of Moriarty is provided by two full time firemen and 30 volunteers. The City presently owns three Class A Pumpers, and one of each of the following vehicles: Initial Attack Pumper, Water Tanker, Brush Attack Unit, Command Unit, Service Trailer, Light Tower Trailer, and Command Car. The Current Fire Protection rating is Class 6, as determined by ISO/CRS.

The Fire Department also provides Emergency Medical Services (EMS) for the City. The Department has four paramedics, 26 emergency medical technicians (EMTs), and two ambulances.

Solid Waste Disposal Waste Management of New Mexico provides weekly curbside pickup of residential solid waste in Moriarty. The current (2003) fee for residential service is \$9.50 per month. The City of Moriarty performs the billing for all solid waste disposals. All residential solid waste is transported to a landfill site east of the City limits in Torrance County. Collection of commercial solid waste is also provided by Waste Management of New Mexico. The current minimum commercial rate is \$11.74 per month.

Street Maintenance The City of Moriarty performs basic maintenance, such as chip sealing, grading, and patching on local roads. U.S. and State Highways are not maintained by the City, but by the New Mexico Department of Transportation. Vehicles owned by the City include one loader, one dump truck, and one grader.

Health Care. Moriarty is served by a single health care facility, McLeod Medical Center. McLeod Medical Center (opened its doors as Moriarty Family Health Clinic in 1987) has one general practice physician at the Center four days a week. The Center offers full family practice coverage, from infants to the elderly. The Center has radiology and cardiopulmonary equipment, and is equipped for minor surgery. Emergency care is available through in-patient teams at Lovelace, Presbyterian, and Sandia Hospitals in Albuquerque, with follow-up visits at McLeod Medical Center. In addition, a nurse practitioner, women's health specialist, podiatrist, and chiropractor, although not located at the Center, are available at the Center by appointment. CliniMed, a rural family health clinic at the Valley Medical Plaza, provides physical exams and pregnancy screenings, and has one nurse practitioner. East Mountain Physical Therapy is also located in the Valley Medical Plaza, and provides physical therapy for Moriarty residents.

Moriarty is also serviced by three chiropractors, a podiatrist, the Loving Hands Healing Center (which provides massage therapy) and the May Pharmacy. There are no dentists in Moriarty. However, there is a dentist and an orthodontist in Edgewood, and a dentist in Estancia.

Finance, Communications, and Energy. Financial services are provided to Moriarty by three banks: Wells Fargo, Rancher's Bank, and First State Bank. Moriarty is serviced by four different newspapers that are all published weekly: *Mountain View Journal*, *East Mountain Telegraph*, *Independent*, and *The Advocate*. Local and long distance telephone services, as well as internet service are provided by Quest. Comcast Cable provides cable television service. Public Service Company of New Mexico (PNM) supplies both electric power and natural gas to the Moriarty area.

PART III

TRENDS AND PROJECTIONS

Forecast of Population, Housing, and Employment for 2025

Population Population was forecast for the current municipal limits of the City of Moriarty. There is a great deal of uncertainty in forecasting for Moriarty. The City is relatively small but it is located on I-40 near a metropolitan area. A handful of events or even a single event could produce a considerable difference in the future population of the community. MRCOG chose to generate two forecasts for the City which may be regarded as a high and a low forecast, but in this report will be known as Method 1 and Method 2.

An examination of the population growth history of Moriarty illustrates the problems and issues associated with a 25-year forecast for the City. Table 20 presents the population history since 1970. During the 1970's, the City grew rapidly and increased its share of Torrance County population from 14 percent to 17 percent. In fact, Moriarty accounted for about a quarter of the total growth of Torrance County between 1970 and 1979. In the 1980's, however, Moriarty grew very little while Torrance County continued to grow at a rapid rate. The growth in Torrance County during the 1980's was focused in the rural areas to the west of Moriarty. During the 1990's, Moriarty had a modest 2.4 percent average annual growth rate which was again considerably slower than that of Torrance County; the growth in the County was again focused in the rural area.

Table 20
Population History for Moriarty and Torrance County

Year	Moriarty Population	Average Annual Growth Rate	Torrance County Population	Percent of Torrance County Population in Moriarty
1970	758		5,290	14.33
1980	1,276	5.346	7,491	17.03
1990	1,399	0.925	10,285	13.60
2000	1,765	2.351	16,911	10.44

Source: U.S. Bureau of the Census

Although Moriarty had only a moderate growth rate during the 1990's, it still increased its population by 26 percent. As noted, the City is well positioned to attract growth. Moriarty has also annexed large tracts of land available for development. Currently there is far more land available for development in this central New Mexico area than will be developed by 2025. The uncertainty in this forecast rests on the ability of the land owners in Moriarty to successfully market their proposed developments in competition not only with other Torrance County developers, but with developers throughout central New Mexico.

Forecast Method 1 was a trend forecast based on the 30-year history of the City. The assumptions for this forecast are:

- Growth in Torrance County will continue to be focused on rural areas;
- Persons choosing to live east of the mountains are generally looking for a “rural” lifestyle and will often choose to live outside the City; and
- The past 30 years of growth in Moriarty are a good indication of the level of future growth.

The 1970 to 2000 growth trend was applied to the period 2000 to 2025. The population forecast for Method 1 is displayed in Table 21 with the projected Torrance County population. The County forecast of population was developed by the University of New Mexico Bureau of Business and Economic Research (BBER).

Table 21
Moriarty Population Forecast: Method 1

Year	Moriarty Population	Average Annual Growth Rate	Torrance County Population	Percent of Torrance County Population in Moriarty
2000	1,765	2.351	16,911	10.44
2005	1,930	1.717	19,523	9.64
2010	2,087	1.576	21,690	8.89
2015	2,244	1.461	23,475	8.13
2020	2,401	1.362	24,979	7.38
2025	2,558	1.275	26,318	6.62

Sources: MRCOG and BBER

Forecast Method 2 was based on the latest 2025 MRCOG forecast. There are a number of assumptions in this new forecast, the assumptions that most affect the forecast for Moriarty are:

- The master planned areas in the community will be somewhat successful in attracting development;
- The adopted Regional Plan (known as Focus 2050) will reflect future growth patterns in this region;
- A basic principle of the Regional Plan is that growth should be concentrated in and around established communities (such as Moriarty) rather than sprawled across many miles;
- A declining water table may slow rural development;
- Development of master planned communities within or near existing communities may increase the attractiveness of the host communities to new development;
- An aging population may be more reliant on urban services and therefore seek housing within central communities rather than in rural areas; and
- An effort to preserve rural areas.

The new MRCOG 2025 forecast merged local development trends with new concepts for directing growth to produce a forecast for small areas. These concepts were described in the Regional Plan. The application of these concepts focuses growth in communities rather than in rural areas, resulting in more growth in Moriarty than might be expected if recent development patterns continue unabated. Forecast Method 2 is displayed in Table 22.

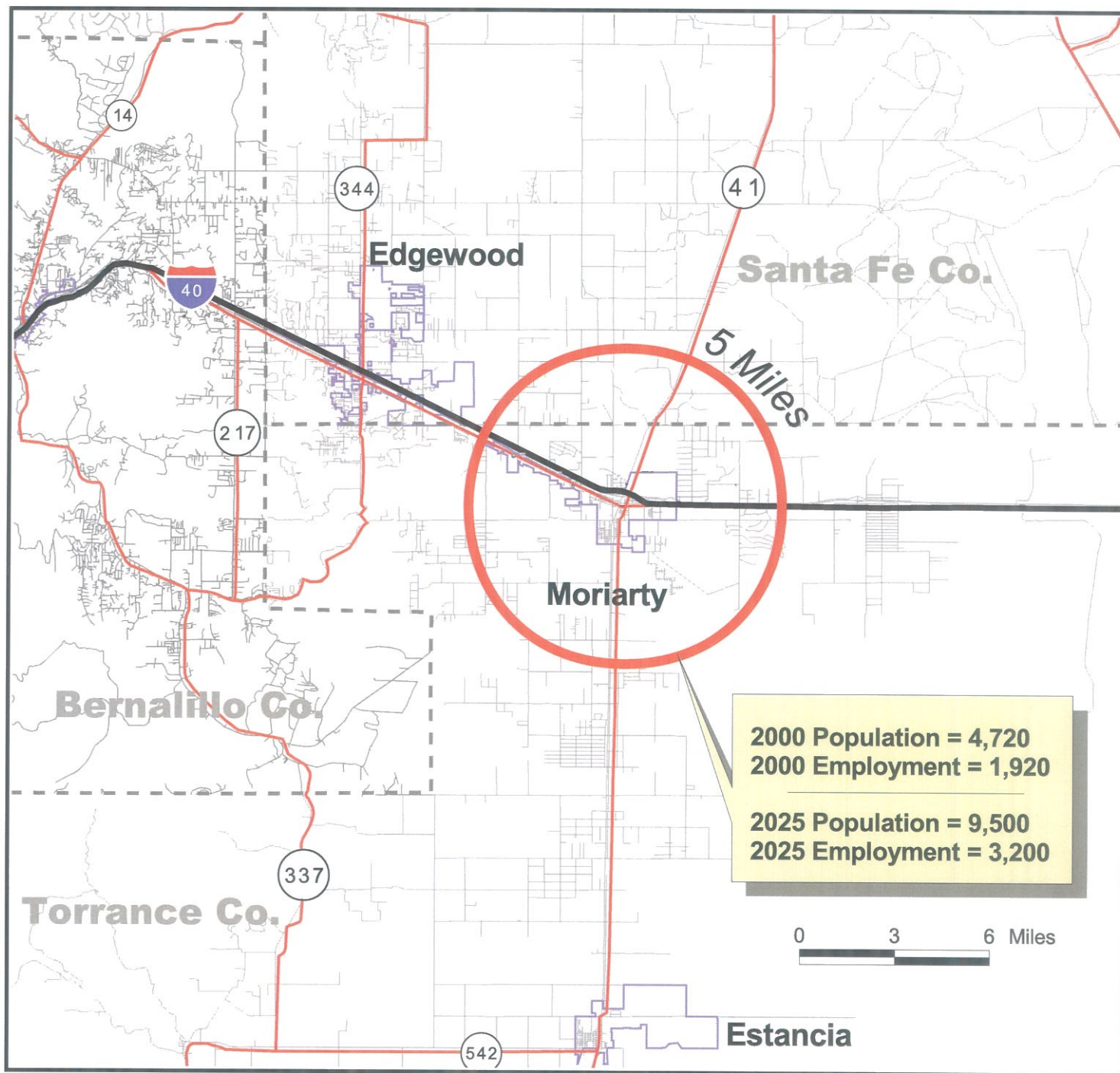
Table 22
Moriarty Population Forecast: Method 2

Year	Moriarty Population	Average Annual Growth Rate	Torrance County Population	Percent of Torrance County Population in Moriarty
2000	1,765	2.351	16,911	10.44
2005	2,309	5.251	19,523	11.83
2010	3,124	6.233	21,690	14.40
2015	3,952	4.814	23,475	16.84
2020	4,545	2.836	24,979	18.20
2025	5,228	2.840	26,318	19.86

Sources: MRCOG and BBER

The difference between Method 1 and Method 2 can most clearly be seen in the average annual growth rate and in the percentage of Torrance County population in Moriarty. Method 2 forecasts a considerably faster growing community, and one that is capturing a significant portion of the Torrance County growth. Clearly Method 2 is dependent on the stated assumptions, especially the assumption that one or more of the proposed planned development areas within Moriarty will be able to successfully compete in the regional market place for new development. A projection of population and employment within a 5-mile radius of the City of Moriarty to 2025 was also developed (see Figure 9) to indicate the tremendous growth potential in the outlying areas.

Housing Population (residing in households) was forecast from historical data that is summarized in Table 23. Occupied housing units are the same as households. In other words, a household is defined as an occupied housing unit. Population in households counts persons residing in occupied housing units. The difference between total population and population in households is the population residing in various types of group quarters such as dormitories, institutional nursing homes, correctional facilities, shelters, and other similar living arrangements. Household size is computed as the population in households divided by the number of households.



Moriarty Comprehensive Plan

Figure 9
2000 and 2025 Population and Employment
Within a 5 Mile Radius of the City of Moriarty

Table 23
Housing, Households, and Household Size

Year	Housing Units	Occupied Housing Units	Percent of Units Occupied	Population in Households	Average Household Size
1980	532	462	86.8	1,276	2.762
1990	597	513	85.9	1,399	2.727
2000	775	668	86.2	1,765	2.642

Source: U.S. Bureau of the Census

The occupancy rate has been nearly constant over the past three census counts, and was therefore held constant in this forecast. The average household size has declined slightly which is consistent with declining household sizes across the nation and in New Mexico, although the decline in the Moriarty average household size has been slower than the national rate of decline.

The future average household size was forecast with a least squares regression technique. The regression coefficient was calculated from 1980 to 2000 data. The coefficient was used to extend the 1980 to 2000 trend from 2000 to 2025. Since all Moriarty population has until now resided in households, it was projected that the future population and population in households would be the same. Table 24 presents the forecast for population forecast Method 1. Table 25 presents the forecast for population forecast Method 2.

Table 24
Method 1: Housing, Households, and Household Size

Year	Population	Households	Average Household Size	Total Housing Units
2000	1,765	668	2.642	775
2005	1,930	739	2.612	856
2010	2,087	808	2.582	936
2015	2,244	879	2.552	1,018
2020	2,401	952	2.523	1,103
2025	2,558	1,026	2.493	1,189

Source: MRCOG

Table 25
Method 2: Housing, Households, and Household Size

Year	Population	Households	Average Household Size	Total Housing Units
2000	1,765	668	2.642	775
2005	2,309	884	2.612	1,024
2010	3,124	1,210	2.582	1,402
2015	3,952	1,548	2.552	1,793
2020	4,545	1,802	2.523	2,088
2025	5,228	2,097	2.493	2,429

Source: MRCOG

Employment Employment was also forecast with two methods, one of which was based on the MRCOG 2025 forecast. Employment as used by MRCOG is a count of all jobs including agricultural jobs plus self-employment and unpaid workers in family businesses. Employment is tabulated by the location of the job. Table 26 reports 2000 data for basic, retail, and service employment along with the Method 1 and Method 2 forecasts. Basic employment includes agriculture, mining, construction, manufacturing, transportation, communication, utilities, and wholesale. Retail includes eating and drinking establishments, while service employment includes finance, real estate, insurance, services, and government.

Table 26
2000 Employment and Forecast Employment, Two Methods

Year	Basic	Retail	Service	Total Employment
2000	246	575	702	1,523
2025 Method 1	284	653	1,466	2,403
2025 Method 2	433	622	1,540	2,595

Sources: NM Department of Labor, U.S. Bureau of the Census, and MRCOG

Method 1 was based on the current proportion of employment in Torrance County. In 2000, 38.5 percent of the employment in Torrance County was located in Moriarty. MRCOG forecasts that in 2025, Torrance County will have a total employment of 6,241. MRCOG applied the 2000 proportion of 38.5 to the 2025 County forecast to produce a projection of 2,403. The categories of basic, retail, and service were forecast with the respective 2000 proportion held constant. A constant proportion was used rather than a trend since a trend would result in an unrealistically low forecast of employment. During the 1990's a private prison near Estancia increased the number of jobs in Torrance County, but also drastically reduced the proportion of Torrance County employment located in Moriarty. Prior to opening the prison, nearly half of the Torrance County employment was located in Moriarty.

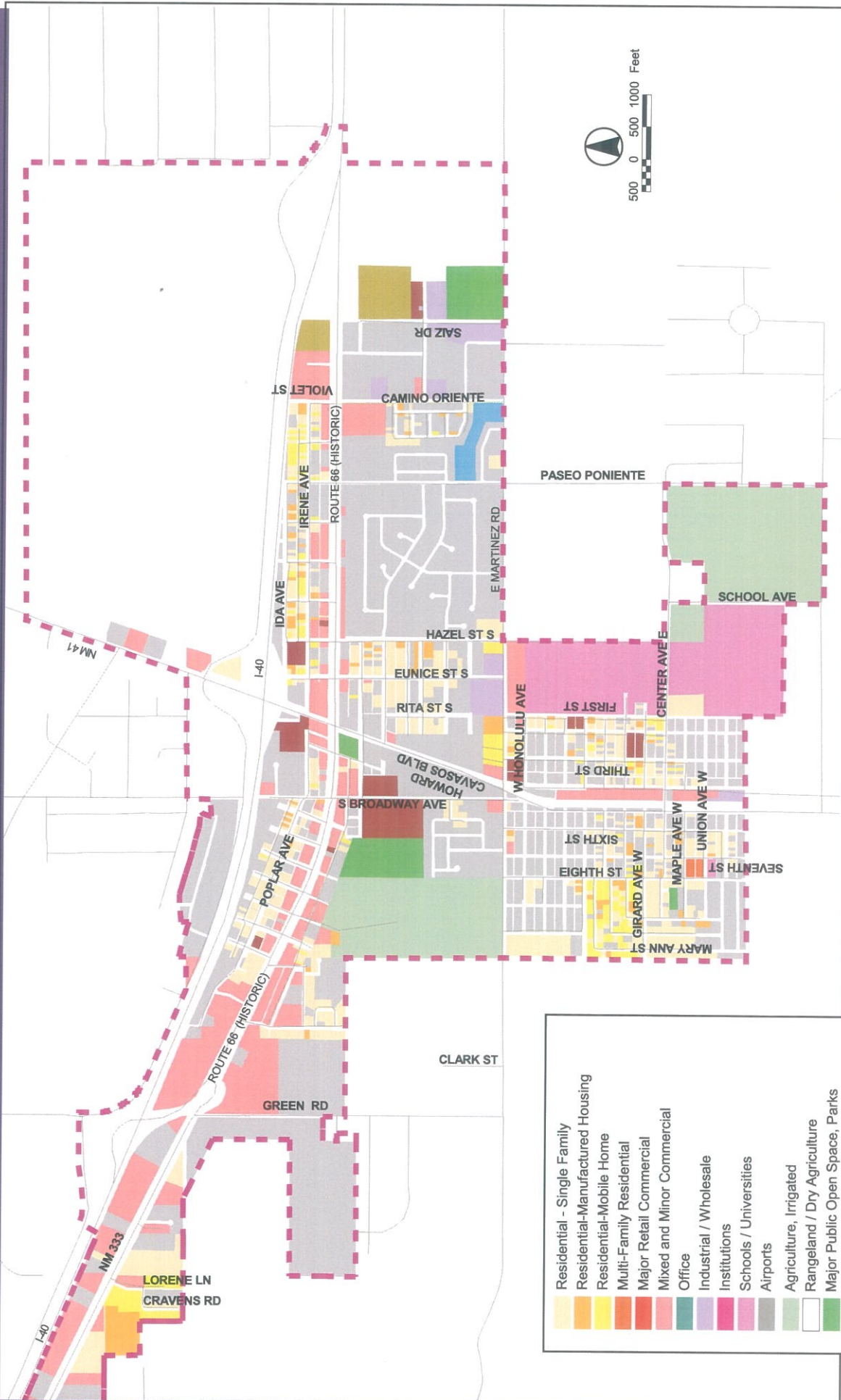
Method 2 was based on the MRCOG 2025 forecast. The assumptions for this forecast have already been discussed. In general, this forecast method is dependent on the success of one or more of the proposed master planned areas within the community. There is less difference between the two employment forecasts than between the alternative population forecasts. The similarity of the alternative employment forecasts is because employment is already tending to concentrate in communities. For employment, the assumption regarding concentration of employment in or near established communities is not very different from the existing trend.

Land Use

The character and value of a community is influenced by the composition of land uses. The method by which the City of Moriarty manages the land will determine the location, intensity, and use of future land. A current Moriarty land use map is included in this report (Figure 10). The current Moriarty land use map was prepared from a comprehensive inventory and classification of each parcel of land in the City as of 2003. A future development patterns map (Figure 11) is also included. This highly generalized map was assembled by evaluating current land uses, zoning, and known development plans and proposals to describe the potential type and location of future development. It is assumed that the current pattern of residential, commercial, and industrial land uses will tend to expand and enlarge over the next 20 years.

Both the current (2003) and future development patterns maps are intended to provide information in conjunction with zoning and subdivision administration, and to provide direction in the development of appropriate location, type and intensity of land uses. Although the current land use map is considerably detailed, the future development patterns map cannot indicate the same level of detail, and should be viewed as a concept map rather than a specific location map. Also, future circumstances and events may change the future development patterns map, which should be continually reviewed and revised as necessary by the City.

The current land use distribution in Moriarty is divided into six major categories: residential, commercial, industrial, open space/recreation, agriculture, and vacant (see Table 27). The percentages indicate the proportional extent of these land uses. Agriculture (30%) and vacant land (28%) are the predominant land uses throughout Moriarty. Rangeland/Dry Agriculture (24.48%) and Agriculture/ Irrigated (5.61%) combine to make the 30 percent agriculture land use in Moriarty. The high percentage of vacant and agriculture land indicates that Moriarty could absorb any new housing and jobs within the current boundaries of the City. It also indicates that Moriarty should pursue infill development before annexing new land outside of the City boundaries.

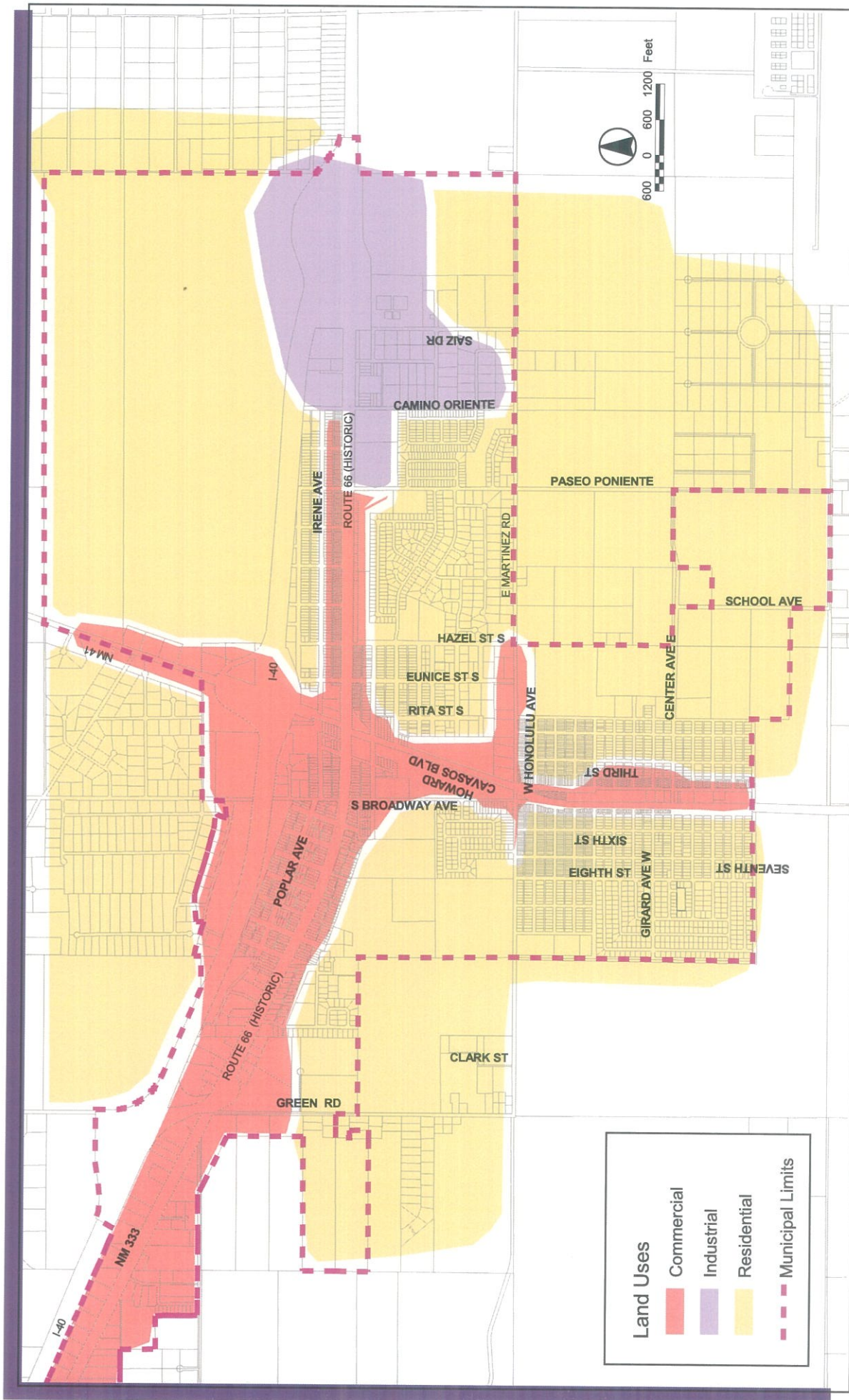


Inset
Western
Moriarty

Moriarty Comprehensive Plan
Figure 10
Current Land Use

- Residential - Single Family
- Residential-Manufactured Housing
- Residential-Mobile Home
- Multi-Family Residential
- Major Retail Commercial
- Mixed and Minor Commercial
- Office
- Industrial / Wholesale
- Institutions
- Schools / Universities
- Airports
- Agriculture, Irrigated
- Rangeland / Dry Agriculture
- Major Public Open Space, Parks
- Natural Drainage / Riparian Systems
- Urban Vacant / Abandoned
- Landfills / Sewage Treatment Plants
- Other Urban Non-residential

Source: MRCOG.



Land Uses

- Commercial
- Industrial
- Residential
- Municipal Limits



Inset
Western
Moriarty

Moriarty Comprehensive Plan

Figure 11
Future Development Patterns

The residential major land use category is broken down into subcategories, which include Residential Single Family, Residential Mobile Home, Residential Manufactured Housing, and Multi-Family Residential (see Table 28). Subcategories such as Institutional, Schools, Waste Treatment Facilities, Other Non-residential, Natural Drainage, Transportation/ROW, and Not Classified are not included in the Major Moriarty Land Use categories. They are separate and distinct from the residential, commercial, industrial, agriculture, open space/recreation and vacant land use categories, and make up the remainder of the percentages in the total area. Moriarty Zoning Categories are shown in Table 29.

Table 27
Major Moriarty Land Uses

Land Use Category	Percentage
Residential Lands	7.24
Commercial Lands	6.31
Industrial Lands	0.86
Agricultural Lands	30.09
Vacant Lands	27.95
Open Space/Recreation Lands	1.18

Source: City of Moriarty and MRCOG

Table 28
Moriarty Land Use Subcategories

Land Use Subcategory	Total Acres	Percentage
Residential Single Family	176.65	4.93
Residential Mobile Home	43.64	1.22
Residential Manufactured	37.32	1.04
Residential Multiple Units	1.85	0.05
Commercial	225.84	6.31
Industrial	30.75	0.86
Transportation/ROW	710.72	19.84
Schools	132.83	3.71
Other Non-Residential	60.43	1.69
Agriculture/Irrigated	200.82	5.61
Rangeland/Dry Agriculture	876.89	24.48
Parks and Open Space	42.35	1.18
Natural Drainage	10.31	0.29
Waste Treatment Facilities	23.63	0.66
Vacant	1001.05	27.95
Not Classified	6.58	0.18
Total	3581.66	100

Source: City of Moriarty and MRCOG

Table 29
Moriarty Zoning Categories

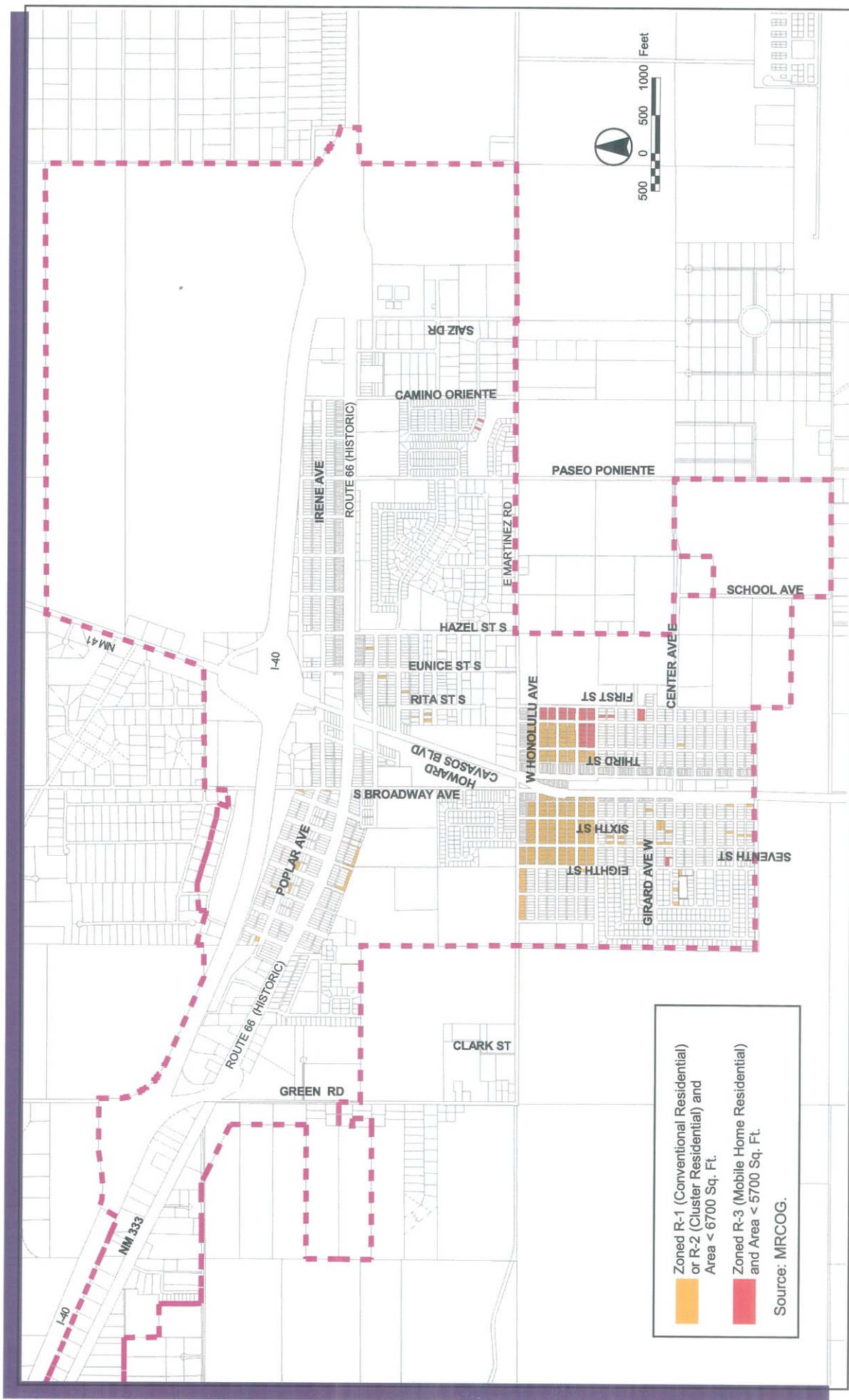
Zoning Category	Total Acres	Percentage
C-1 Light Commercial	276.14	9.66
C-2 Heavy Commercial	501.08	17.53
M-1 Manufacturing Industrial	116.64	4.08
R-1 Conventional Residential	397.00	13.88
R-2 Cluster Residential	136.48	4.77
R-3 Mobile Home Residential	70.97	2.48
A-R Agricultural Residential	247.11	8.64
MPD Master Planned Development	855.28	29.91
S-U Special Use	257.85	9.02
Total	2858.55	100

Source: City of Moriarty

Residential Land Use Residential land uses occupy only 7.24 percent of the land in Moriarty. Residential Single Family is the most predominant residential land use in Moriarty (4.93%) and is scattered throughout the City. The majority of the Residential Single Family lots are small. In fact, a number of these lots are smaller than the minimum lot size required (7,000 sq. ft. in Conventional and Cluster Residential Zones and 6,000 sq. ft. in the Mobile Home Residential Zone) in the zoning ordinance. The City of Moriarty has a large quantity of undersized residential lots and are technically in violation (nonconforming) with the minimum lot standards of the zoning regulations. The City should encourage replatting and consolidation of substandard lots in an effort to make these lots more marketable. A map showing the substandard lots (less than 5,700 square feet for R-3, Mobile Home Residential and less than 6,700 square feet for R-1 and R-2, Conventional and Cluster Residential) is shown in Figure 12.

Residential Mobile Home (1.22%) and Residential Manufactured (1.04%) are both spread throughout Moriarty; however the majority of mobile homes and manufactured housing are located in the southwest region of the City (between W. Amelia St. and Girard Ave. W). There are also a significant number of mobile home and manufactured housing lots between Irene Ave. and Ida Ave., north of Historic Route 66. Moriarty does not have a significant housing stock of Residential Multiple Unit (0.05%) land uses in the City. The one concentration of Residential Multiple Unit is located between Seventh and Eighth Streets and W. Maple Ave. and Union Ave. W.

Moriarty has ample room for new residential growth in the future (28% of the land is vacant) although a significant portion of the vacant land is in the form of substandard platting. Infill development of existing vacant areas should be examined because the City can take advantage of existing infrastructure and



Moriarty Comprehensive Plan
 Figure 12
 Undersized Residential Lots

community services. The cost of extending water, sewer, power, police and fire protection to areas outside the current boundary can be very costly to the City and ultimately to Moriarty taxpayers.

The Moriarty Current Land Use Map (Figure 10) generally corresponds with the City Zoning Map in regard to residential uses; however, there are some inconsistencies involving non-residential uses between the two maps. The entire area north of Route 66, between Howard Cavazos Blvd (NM 41) and Violet Street is zoned for Light Commercial or Heavy Commercial use. However, the land use in this area (north of Irene) primarily consists of residential land uses (single unit, manufactured housing, and mobile home). The far northwest strip of land in Moriarty is zoned almost entirely commercial (both light and heavy commercial), however, there is a fair amount of residential land uses in this area, especially close to Lorene Lane and Cravens Road.

Moriarty has approximately 850 acres currently zoned for residential, and only 258 acres in actual current residential land use. As a result, Moriarty has plenty of residential zoned land to develop in the future. The Master Planned Development Zone, which is currently classified as Rangeland/Dry Agriculture adds another 855 acres of land that is proposed to be developed extensively for residential uses in the future.



Single Family Residential, Moriarty

Moriarty will also be affected by residential and commercial development taking place outside of the City limits in the neighboring community of Edgewood and the surrounding areas of Torrance County. Population in the Moriarty City limits is forecast to grow from 1,765 (2000) to somewhere between 2,558 and 5,228 in 2025. However, a good part of the greater area growth is forecast to take place in Edgewood and Torrance County. The population in a five mile radius surrounding Moriarty is forecast to double from 4,720 to 9,500, while employment is forecast to grow from 1,920 to 3,200 (see Figure 9).

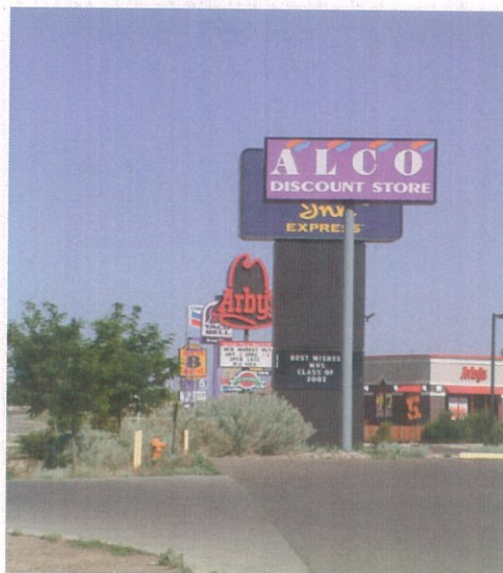
Commercial Land Use Commercial land uses today occupy 6.31 percent of the land in Moriarty. Most of the commercial land is located along Historic Route 66 (NM 333). Commercial development is found to a lesser degree along Howard Cavazos Blvd (NM 41) and Martinez Rd.

It is anticipated that commercial land use will increase in area and

intensity over the next two decades. This growth will be supplemented by traffic generation and commercial development in neighboring Edgewood. There is ample vacant land in the far northwest area of Moriarty along NM 333 that is likely to become heavy commercial and industrial in the future due to excellent freeway visibility.

Moriarty has nearly 800 acres of land zoned for commercial use, but only 225 acres in actual commercial land use. Consequently, Moriarty has ample room to establish many new businesses and offices in the future.

A recent community survey indicates that the majority of Moriarty citizens favor development along Historic Route 66, around the I-40 interchanges, and along NM 41. Those responding to the survey also believe that development of the land north of I-40 should be encouraged. Much of the development north of I-40 and east of NM 41 would be residential in the Master Planned Development Zone; however, some of this land is already zoned for commercial, while all of the abutting land north of I-40 and west of NM 41 is currently zoned commercial.



Historic Route 66 in Moriarty

Industrial Land Use Industrial land uses make up only 0.86 percent of the land in Moriarty. Moriarty has several industrial areas located throughout the City. The primary industrial lands are located in the City of Moriarty Industrial Park situated along Camino Oriente on the east side of the City. Other industrial areas include the following: the area located along Martinez Road and Eunice Street (containing Central N.M. Electric Cooperative Inc.), the area along NM 41 and Santa Fe Ave. W. (containing the Torrance County Solid Waste Transfer Station), and the locale along Saiz Drive and Industrial Road (containing the Navajo Oil Refinery).

The City of Moriarty Industrial Park is entirely surrounded by vacant land and could expand significantly beyond its current size. In fact, all of these industrial areas in Moriarty are bordered by vacant lots and have ample room to grow and develop. Moriarty currently has 116 acres of land zoned as Manufacturing/Industrial, however, only 30 acres are presently used as an industrial land use. The land that is zoned for manufacturing/industrial use generally corresponds with the existing land use. However, the industrial area along Martinez Road and Eunice Street (Containing Central N.M. Electric

Cooperative Inc.) is currently zoned for Commercial instead of Manufacturing/Industrial.

In a recent survey, over 80 percent of respondents agreed that industrial development needs to be confined to specific locations. Moriarty should only place industrial uses in those areas that are zoned for industrial uses. Another important consideration is to buffer surrounding lands to reduce conflict between residential lands and industrial activities.

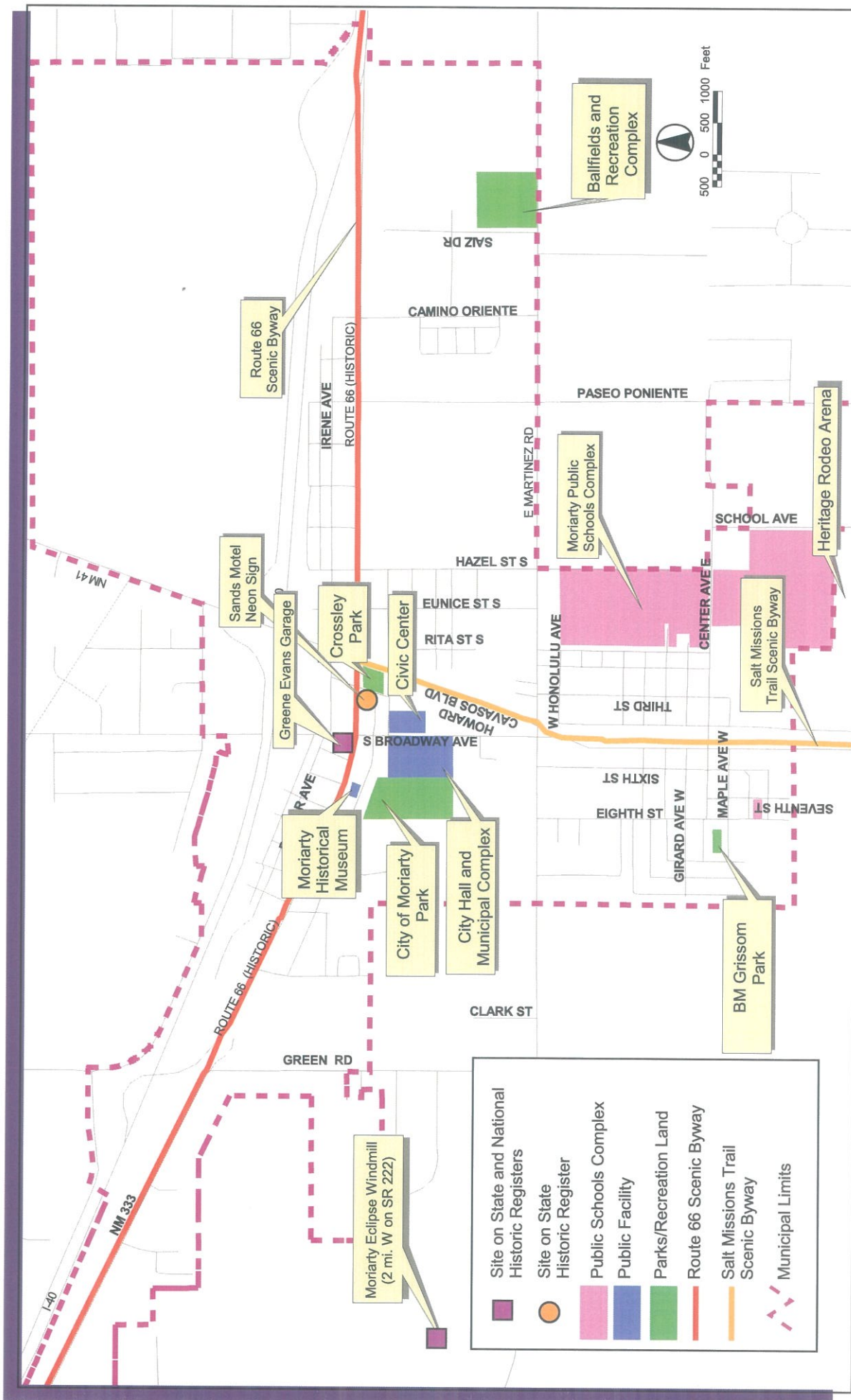


City of Moriarty Industrial Park

Open Space/Recreation Land Use Parks/Open Space land uses occupy 1.18 percent of the land. Open Space/Recreational land use is found in four primary areas in the City of Moriarty. These areas include Moriarty Sports Complex (east of Saiz Drive), Crossley Park (at the corner of Historic Route 66 and Howard Cavazos Blvd), BM Grissom Park (between Center Ave. and W. Maple Ave.), and the City of Moriarty Park/Memorial Gardens (west of Broadway Ave. and south of the City Offices). The Heritage Rodeo Arena is located outside of the south City limits but is owned by the City (see Figure 13). There are also recreational fields located on most school grounds (such as Moriarty High School, Moriarty Middle School, and Moriarty Elementary School), which are generally available for limited public use. All of these areas should be preserved, with protective ordinances ensuring their continued existence.

Given the projected population growth of Moriarty over the next two decades, there will be a need to construct more parks and open space areas throughout the City. A recent community survey indicates that more parks, recreation sites and open space areas are desired in Moriarty.

There are several options the City could undertake to ensure expansion of parks and open spaces. The City could develop a planning policy that encourages new subdivisions to dedicate a minimum amount (5-10%) of open space for park and recreation purposes. The City could also investigate the acquisition of vacant land with the intent of providing more open space and recreational areas. Land converted to Open Space/Recreational use could also be incorporated with existing Open Space/Recreational land into a pedestrian or bike trail system throughout Moriarty. In a recent survey there was a strong level of support (57 percent) for bicycle trails and pedestrian walkways in Moriarty.



Moriarty Comprehensive Plan
Figure 13
Parks, Scenic Byways, Public Facilities
and Historic Sites

Moriarty could also encourage coordination and multiple-use facilities between the City and the public school district. The community could share the use of school open spaces as neighborhood parks. This would enlarge the amount of open space/recreational land use without having to spend money for new acquisitions.



Crossley Park

Along with expanding and improving parks and open space areas in Moriarty, the City should preserve all areas of historical significance. The City of Moriarty currently has three designated historic sites. They include the following: The Sands Motel Neon Sign, The Greene Evans Garage (now Junior's Tire and Auto Parts), and the Moriarty Eclipse Windmill. The Greene Evans Garage and Sands Motel Neon Sign are both located along Historic Route 66, while the Moriarty Eclipse Windmill is located two miles west of Moriarty. The City should also look to nominate additional historic sites to be placed on both the state and national historic registers.

Agricultural Land Use Agricultural land uses currently occupy a large percentage (30 percent) of the land. This land is split into two different agriculture categories: Agriculture/Irrigated (5.61 percent) and Rangeland/Dry Agriculture (24.48 percent). The land that is classified as Agriculture/Irrigated is being actively irrigated for crop production and is found in isolated areas throughout the City. Livestock containment is not calculated as part of this acreage. A variety of crops such as onions, potatoes, pinto beans, corn, and bolita beans are currently being grown. The biggest portions of Agriculture/Irrigated land are found in the southeast part of the City between Heritage Lane and Center Avenue E., and on the Schwebach Farm between Martinez Road and Historic Route 66. The current land use map (Figure 10) also shows considerable amounts of Agriculture/Irrigated lands located just outside the City boundaries. The majority of the Rangeland/Dry Agriculture land use is located north of I-40 and east of NM 41.

Much of the agricultural land in Moriarty will be subject to intense demand for conversion to residential or commercial uses in the next two decades. However, the City might consider the benefits of preserving and supporting local small-scale agricultural activities to maintain the rural character and agricultural heritage of the area.

Future Transportation Network

Long Range Street System A long range street system plan needs to be formally adopted and regularly updated by the City Council. This long range plan should identify specific transportation projects necessary to improve circulation in and around the Moriarty area. The amount of traffic on I-40, NM 41 and other local roads is expected to increase as population and employment intensifies in Moriarty and in neighboring communities over the next twenty years. The City should plan for the continuing improvement of the local street network, and a more efficient transportation system in general.

The long range transportation plan for Moriarty should have a regional perspective, and should be based on future traffic forecasts which reflect the anticipated development in the region. Alternative routes may need to be studied as a relief to congested areas such as the I-40/NM 41 interchange. An area-wide street network should function to provide the following: effective relief to congested routes and intersections, more balanced distribution of traffic, and greater access to developed areas.

Transit Facilities and Services The City of Moriarty does not have a public transit system of its own; however, there are currently several mass transportation options for those that qualify (generally elderly and disabled residents). GO FORS, INC. /City of Moriarty and Torrance County receive Section 3037 funding (federal Job Access/Reverse Commute program) for three vans (two 15 passenger vans and one 12 passenger van) to provide demand response (not fixed route) service to Moriarty, Estancia, Mountainair, and Edgewood. The majority of the riders are transported to the job training center in Moriarty, but the service will transport to other locations, including Albuquerque. There is no charge for those receiving Temporary Assistance for Needy Families (TANF) benefits, while others (including the general public) pay a reduced fee.

Moriarty citizens have indicated support for alternate forms of transportation. A recent community survey demonstrated that nearly 56 percent of those interviewed thought that the City should support alternate forms of transportation such as park-and-ride, carpool, and buses in Moriarty, while only 17 percent were opposed. Good quality accessibility and mobility options should be available to all people, including minority, low-income and transit dependent populations. The transit dependent includes the following groups: elderly citizens (age 65 and over), children under age 15, and low-income groups (which usually include a disproportionate number of minority groups).

Federal regulations require that Environmental Justice (EJ) be included in the transportation planning decision making process. EJ is based upon three fundamental justice principles; 1) to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income

populations, 2) to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and 3) to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Moriarty has a high minority population (44.6%), a high proportion of the population under 15 (29.1%), a low per capita income (\$13,640) and median household income (\$25,150), and a high percentage of people living below the poverty level (18%). As a result of Moriarty's high proportion of minority groups, high percentage of people under 15, low income levels, and high poverty rates (see Table 30 and Table 31), the City could potentially be affected by EJ.

Table 30
Comparison of Population Under 15, 65 and Over, and Minorities
for Moriarty, Torrance County, New Mexico, and the U.S.

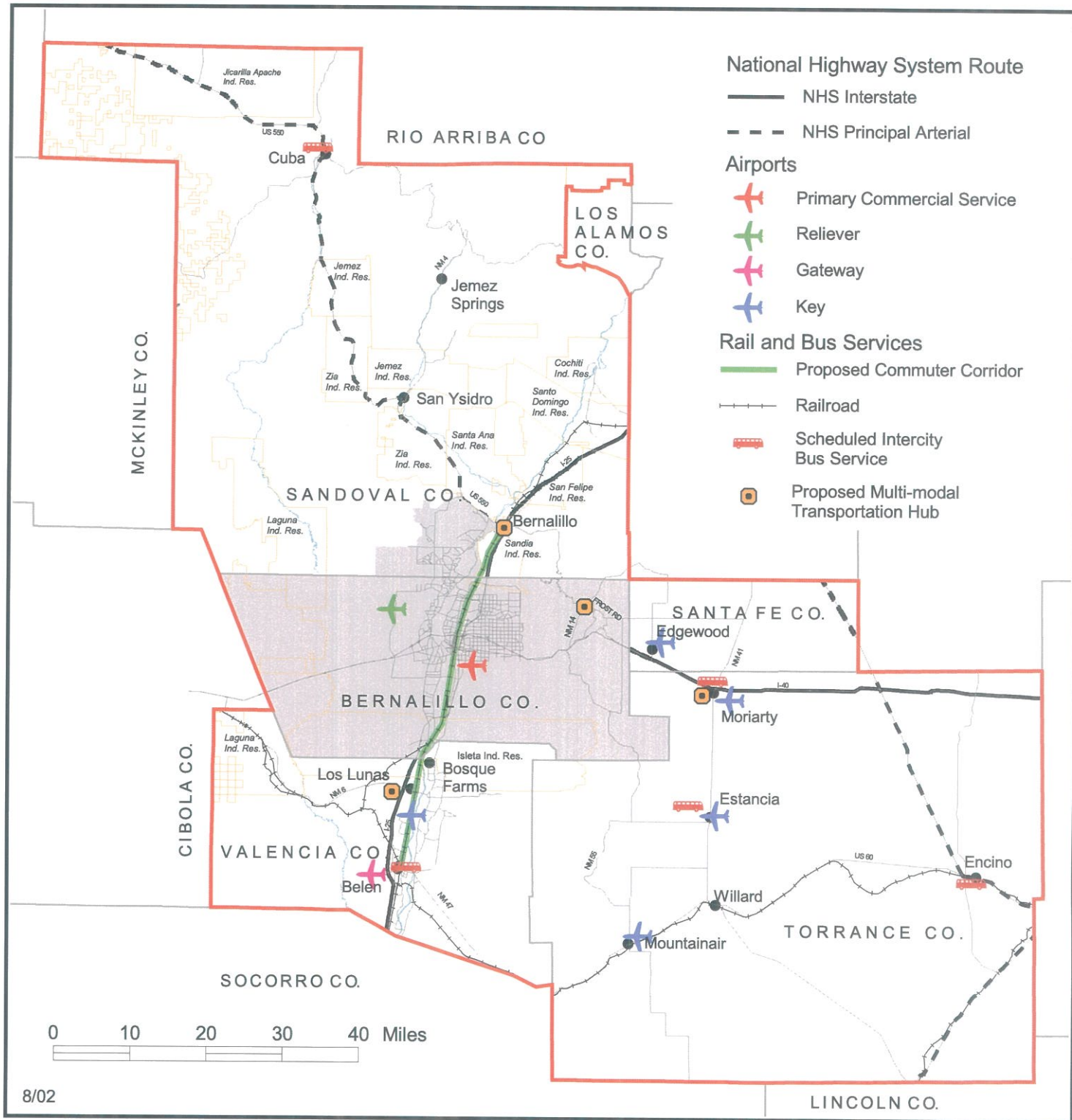
Category	Moriarty	Torrance County	State of New Mexico	United States
Under 15 %	29.1%	25.2%	23.0%	21.4%
65 and over %	10.8%	9.7%	11.7%	12.4%
Minority Population %	44.6%	42.8%	55.3%	30.5%

Table 31
Comparison of Per Capita Income, Median Household Income, and
Percentage Living Below Poverty Level
for Moriarty, Torrance County, New Mexico, and the U.S.

Category	Moriarty	Torrance County	State of New Mexico	United States
Per Capita Income	\$13,640	\$14,134	\$17,261	\$21,587
Median Household Income	\$25,150	\$30,446	\$34,133	\$41,994
% Living Below Poverty Level	18.0%	19.0%	18.4%	12.4%

Scheduled intercity bus service in Moriarty is provided by TNM&O. TNM&O travels throughout the U.S. southwest, serving many cities in New Mexico (including Belen, Albuquerque, Cuba, Encino, Estancia, and Moriarty), Texas, Oklahoma, Colorado, and Kansas, providing connections to Greyhound and many other carriers (see Regional Transportation Facilities in Figure 14).

Transportation Improvements Transportation improvements are needed in Moriarty, Torrance County, and regionally throughout the Albuquerque commuter shed (including the communities of Moriarty, Albuquerque, Los Lunas, Bosque Farms, Belen, Edgewood, Rio Rancho, Corrales, and Bernalillo). Significant development in the commuter shed area over the next 20 years will have a tremendous impact on the regional transportation system. Major roadways, transit, and aviation will need to be improved and upgraded over the



Moriarty Comprehensive Plan
 Figure 14
 Regional
 Transportation Facilities



**Mid-Region
 Council of Governments**
 317 Commercial NE, Suite 104
 Albuquerque, NM 87102-3429

next 20 years. Moriarty can contribute to the enhancement of the regional transportation system by improving its own transportation network. A recent community survey asked if all streets in the City should be paved and adequately drained. Over 85 percent of those surveyed agreed with this statement, indicating that improved roads are necessary and important to Moriarty residents.

Improved circulation and access is also needed in specific parts of Moriarty. Proposed study corridors, along with primary and secondary streets, have been identified in the Future Street Network (Figure 15). One study corridor would look at extending Eighth Street north to eventually connect with Princeton Street. This would provide better north-south access and circulation to the eastern section of Moriarty, and would provide alternate routes to both Broadway Avenue and Green Road. Another study corridor would look at extending Hazel Street south of Martinez Road. This would improve circulation on First Street and provide better access for school traffic. Potential new interchanges should also be reviewed for optimum performance. An interchange off of I-40 on to NM 333 has been proposed as a study area for an additional interchange. The long range street system plan should also advise against vacating streets that are already on the City plan. Improvement of these areas would greatly improve transportation and circulation in Moriarty.

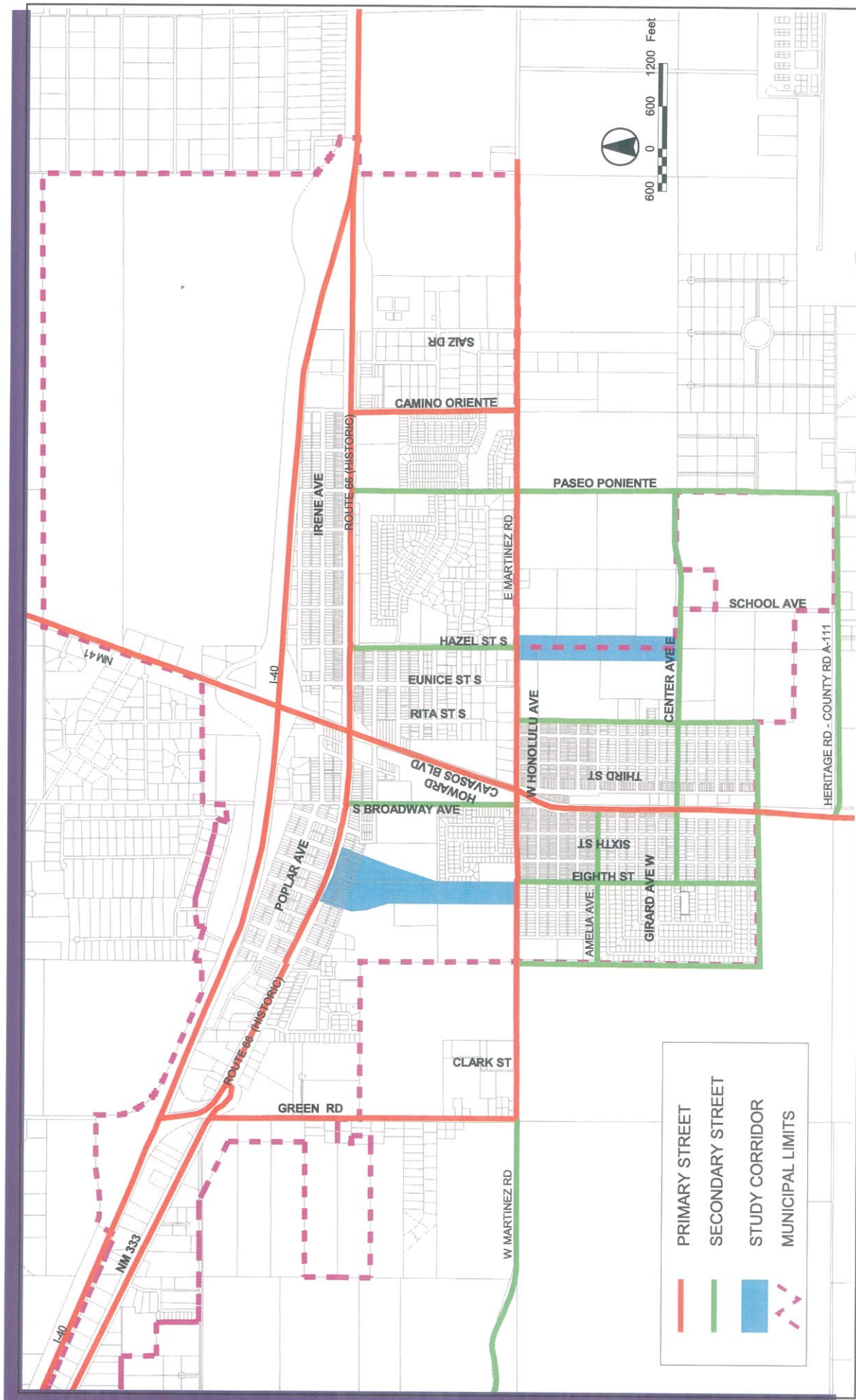
A multi-modal transportation facility would greatly benefit Moriarty and the entire region. Moriarty is one of four proposed multi-modal facilities in the Albuquerque commuter shed (see Figure 14). Moriarty's crossroads location makes it ideally suited for a multi-modal transportation hub. The hub could contain facilities for buses, carpools, vanpools, taxis, and transportation offices.

Aviation is a vital link in the regional transportation system. Industries such as manufacturing, construction, trade, real estate, and tourism rely to some extent on efficient and dependable air transportation. The Moriarty Municipal Airport (see Figure 14) acts as a supporting airport for Albuquerque International Airport and Double Eagle II Airport in Bernalillo County.



Moriarty Airport

The following capital improvements are scheduled for Moriarty Municipal Airport: acquire additional land; expand hangar area; acquire snow removal equipment and a pavement sweeper; construct a storage building; construct crosswind runway and sail plane apron; preserve and maintain existing pavement; construct access road, fencing, aircraft parking apron and auto parking area; and upgrade water system.



Moriarty Comprehensive Plan
 Figure 15
 Future Street Network

PART IV

GOALS AND OBJECTIVES

In basic terms, goals are broad, visionary statements describing the direction that a community wants to go; objectives are related statements that describe how goals can be achieved. The combination of goals and objectives provide a framework for the policy direction and strategies for action necessary to implement the Plan. Goals and objectives are not mandatory. In essence, the goals and objectives are the heart of the Plan and establish the basis for current and future programs, projects, and local regulations.

Citizen Participation Process

Public involvement is a key element of a comprehensive plan. The public was deeply involved in the formation of the Moriarty Comprehensive Plan. The participation of Moriarty citizens in the comprehensive planning process helped to provide broad-based acceptability and support for the recommendations submitted in the final Plan. Many opportunities were provided to the local residents to voice their opinions.

One of the first courses of action in the development of the Moriarty Comprehensive Plan process was to establish a local Steering Committee. The purpose of a Comprehensive Plan Steering Committee is to establish a group of resident individuals who represent the varied interests and opinions of the community. The Moriarty Comprehensive Plan Steering Committee served to oversee the development of the Plan and to ensure adequate public participation and involvement. Much of the work of this Committee involved the review and comment on draft elements of the planning documents including surveys, maps, and reports. The Committee also helped draft the Goals and Objectives and Strategic Action Recommendations, conducted the Key Person Interview, and assigned priority ratings for the Objectives. The Steering Committee members were appointed by the Mayor and the City Council.

The most significant public input was accomplished through community surveys. Two techniques were used: a mail-out survey and personal interviews with selected individuals in the community. Therefore, many of the concerns, ideals, and beliefs of the residents could be identified and considered in the preparation of the Comprehensive Plan for the City. The methodology, analysis, and results of these surveys are documented in a report entitled City of Moriarty Community Survey (MRCOG, 2002).

Public meetings and workshops were also conducted as major portions of the Plan were completed. Two public workshops were held to present the major components of the Moriarty Comprehensive Plan. The first workshop was conducted to present and discuss the draft goals and objectives. Comment

sheets were handed out to solicit individual suggestions, opinions, and views regarding the comprehensive planning process and the draft goals and objectives. The second workshop presented the draft Strategic Action Recommendations to the public, and gathered suggestions and ideas to improve and enhance these recommendations. Taken together, all of these public participation activities help to develop consensus and public support for the eventual Plan.

Community Survey Results

The community survey program was comprised of two parts. The first part utilized a mail-out questionnaire form distributed with the water bills. The purpose of the mail-out survey was to determine the attitudes and expectations concerning the future development of the community. More than 24 percent of those who received this survey returned a completed form, many with additional written comments. The questionnaire listed 19 issue statements pertaining to the future of Moriarty. Respondents were asked to rate those statements on a five-point scale, indicating their level of agreement or disagreement with the statement. The results of this survey indicated the following: water quality and prudent use of water is critical to Moriarty's future; all streets in the City should be paved and adequately drained; industrial development needs to be confined to specific locations; Historic Route 66 is the most important business location in the City; the City should encourage more facilities and services for the elderly; landscaping should be abundant but able to survive a drought; medical and health care facilities are not adequate; and the parking of semi-tractor trailer rigs is a problem in Moriarty.

The second part of the survey program involved personal interviews with people who were prominent individuals or long-standing residents of the community. This group included representatives from civic, business, labor, and education industries. A questionnaire form was used (containing 17 oral questions, some with follow-up questions) to conduct in-person interviews. The key person interviews were conducted by members of the Moriarty Comprehensive Plan Steering Committee. More focused issues were brought into consideration by the questionnaire, such as: the condition of the local economy; community image and appearance; identification of dangerous intersections; transportation alternatives; traffic congestion; identification of areas most suitable for business, residential and industrial development; enforcement of zoning regulations; water conservation; and local control over growth and development in general.

Overview of Goals and Objectives

The formulation of written goals and objectives is an outgrowth of the public comments, beliefs, and suggestions about the future direction of the City. The goals and objectives which follow are composed as positive statements and potential actions that reflect the concerns expressed through the public input

process, but also respond to basic community needs identified through planning research and staff interviews. An assortment of action alternatives is implied by these goals and objectives. In addition, these goals and objectives may be used to justify future community programs and City projects.

These goals and objectives are not a mandate of the City and are not legal commitments by the governing body. However, as part of an adopted Comprehensive Plan, goals and objectives do provide a framework for specific actions which may be taken in regard to the future management and development of the City of Moriarty. A resolution adopting the goals and objectives was approved by the City of Moriarty on February 25th, 2003 (see Appendix A).

There are a total of 12 goals and 58 objectives which, in essence, provide policy guidance as the nucleus of the Comprehensive Plan for the City of Moriarty. Goals, with their subordinate objectives, have been grouped into the following six categories: form and character of development; housing; transportation; water infrastructure; public services and facilities; and economic development. In many cases, these goals and objectives can be traced back to the community issues and values established through the public involvement process. In other cases, goals and objectives are directly designed to improve the public health, safety, and welfare of the community.

Form and Character of Development

Goal A: Ensure appropriate locations for all land use activities in Moriarty.

- Objective:** Protect the integrity of established residential neighborhoods.
- Objective:** Enforce zoning and other regulatory ordinances to prevent the development of incompatible or unsafe land uses.
- Objective:** Designate primary commercial centers and corridors in Moriarty and support intensive development in such areas.
- Objective:** Encourage infill development to conserve resources and maximize use of existing infrastructure.
- Objective:** Encourage airport-related industries to locate around the airport but limit residential development in close proximity to the airport.
- Objective:** Adopt an annexation policy that requires an explanation of the purpose and conditions, the costs and benefits, and the overall impact regarding the annexation of lands to the City.
- Objective:** Establish an extraterritorial zoning authority to help manage the

development of land outside City Limits and within a three-mile radius.

Goal B: Maintain the appearance of a clean and scenic community.

- Objective:** Promote the improvement of unsightly development along major highways entering the City and along the I-40 corridor through the City.
- Objective:** Promote landscaping along the major highways in the City, with emphasis on xeriscape plantings.
- Objective:** Encourage scheduled clean-up days and a City-wide beautification effort that removes weeds and litter to improve the scenic and visual impressions of Moriarty.
- Objective:** Maintain nuisance abatement programs to control graffiti, noise, litter, and other such nuisances.
- Objective:** Encourage the restoration or re-building of old abandoned buildings that are structurally sound.
- Objective:** Require visual screening of outdoor storage yards on commercial enterprises.
- Objective:** Keep residential areas clear of junk such as inoperative motor vehicles and dilapidated accessory buildings.

Goal C: Acquire and maintain lands for public open space and recreation, and natural resource protection.

- Objective:** Work with local citizen groups to adopt and implement a recreation and open space plan and program for the City.
- Objective:** Explore methods to finance public land purchases, compensate landowners for open space preservation, and transfer or purchase development rights.
- Objective:** Provide incentives for new development proposals to include the dedication of lands for open space, trails and bikeways, conservation easements, and natural resource protection.
- Objective:** Improve and expand existing facilities such as the Heritage Rodeo Arena.
- Objective:** Explore the feasibility for additional recreational facilities such

as multi-purpose courts, ball fields, picnic/recreation areas, swimming pools, skate parks, and theaters.

Housing

Goal D: Provide adequate housing for all residents of the City of Moriarty.

- **Objective:** Create incentives for housing development within the City.
- Objective:** Provide opportunities for multi-family housing units to be located in areas where higher density is acceptable and designed in a manner that would be compatible with the surrounding neighborhoods.
- Objective:** Encourage the development of affordable housing in the community, subject to proper development and maintenance standards established by the City.
- Objective:** Provide housing opportunities for elderly populations and provide incentives for development of retirement communities.

Transportation

Goal E: Maintain a comprehensive, safe, and efficient street network of sufficient capacity to meet current and future circulation needs.

- Objective:** Adopt a long-range street system plan for the Moriarty planning area, with associated right-of-way and street design standards.
- Objective:** Establish a City road monitoring process to identify system deficiencies. Identify priorities for road maintenance and improvements from high to low priority over the next twenty years.
- Objective:** Provide paved and adequately-drained streets to access all developed areas in the City.
- Objective:** Provide adequate street naming and property addressing throughout the City.
- Objective:** Evaluate the traffic handling capabilities of the I-40 freeway interchanges to accommodate future growth.
- Objective:** Create a Traffic Impact Analysis process to evaluate the impact of proposed large scale developments on the

surrounding transportation system.

Objective: Explore methods that improve the parking of semi-tractor trailer rigs and enhance safety on Historic Route 66.

Goal F: Promote a variety of transportation systems in the community, including transit services, bicycles, pedestrians, ride share services, and aviation.

Objective: Plan and develop a network of local bikeways and pedestrian trails within the City.

Objective: The City should seek to establish a multi-modal regional transportation center that offers a variety of facilities and activities such as park-and-ride, express and local bus connections, carpooling/vanpooling, taxi pick-up, traveler rest stop, and travel information.

Objective: Improve and expand the Municipal Airport to handle larger aircraft, more aircraft operations, and serve as a reliever airport to the Albuquerque metropolitan area.

Water Infrastructure

Goal G: Provide drinking water and wastewater disposal for all residents of the City.

Objective: Aggressively acquire and secure water rights to meet projected future demands.

Objective: Adopt and maintain a water conservation program for the City water system which includes elements such as monitoring water consumption, conservation incentives, water pricing mechanisms, recycling and reuse of water, and a drought emergency contingency plan.

Objective: Educate water users about the costs and benefits of water conservation, and identify specific water conservation techniques and practices (xeriscaping).

Objective: Protect groundwater by preventing specific land use activities that may contaminate the groundwater. Regulate development in flood prone areas and wellhead protection zones.

Objective: Provide adequate wastewater collection and treatment for all residences, businesses, and industries in the City.

Goal H: Protect community health and safety from the damaging effects of storm water runoff.

Objective: Develop and implement a master drainage plan and program.

Objective: Develop and implement a storm water pollution control plan and program.

Public Services and Facilities

Goal I: Maintain public facilities and provide services in response to public need.

Objective: Carry out periodic public opinion surveys to identify level of satisfaction and potential need for publicly-provided services and facilities.

Objective: Enhance revenue sources for major public facilities through the use of bond elections, user fee programs, special assessment districts, and other statutory means available to the City.

Objective: Promote and support the establishment of senior citizen facilities, services, and businesses for the elderly residents in the community.

Objective: Satisfy the need for additional organized social and recreational programs in town.

Objective: Coordinate with the public school district and other institutions in order to develop joint or multiple-use facilities and expanded programs by pooling resources.

Objective: Promote the development of a community hospital or 24-hour urgent care health center and better emergency care (paramedics, ambulances).

Goal J: Maintain the most effective emergency response services.

Objective: Continue to improve and modernize the police/fire/rescue services in the community.

Objective: Improve Insurance Service Office (ISO) rating for fire protection in order to upgrade City fire services and to decrease homeowner's insurance costs.

Objective: Develop area-wide and multiple agency plans for coordinated emergency response to accidents involving hazardous materials.

Economic Development

Goal K: Establish Moriarty as a regional center and gateway to the Estancia Valley.

- Objective:** Utilize the historical importance and influences of "Route 66" as a development theme and special attraction in the community.
- Objective:** Provide incentives for new and expanded commercial development within the City.
- Objective:** Encourage new development in the City's designated industrial parks and industrial-zoned lands.
- Objective:** Promote Moriarty as a conferencing and convention center. Conduct festival events in Moriarty such as the Pinto Bean Fiesta.

Goal L: Support and promote the local business community.

- Objective:** Maintain up-to-date infrastructure (i.e., water, sewer, streets, power, and telecommunications) and services to make Moriarty as attractive as possible to prospective employers and developers.
- Objective:** Improve the skills and abilities of the local workforce through education, drop-out intervention, and literacy programs.
- Objective:** Provide job training programs through partnerships of local businesses and educational institutions.
- Objective:** Recruit businesses that create higher-wage jobs, preferably jobs tied into producing an exported product or service.
- Objective:** Streamline regulatory process to provide incentives for new or expanded business in the City.

PART V

RECOMMENDATIONS AND ACTION PLAN

Goals, objectives, and strategic action recommendations serve as the basis for the Moriarty Comprehensive Plan. Goals are statements that describe the direction a community would like to go. Objectives are statements describing how those goals should be achieved. Strategic action recommendations are statements of specific actions that should be taken, identifying the responsible party or parties, the time frame within which that action should occur, and details considered necessary to prepare for implementation. Goals, objectives, and recommendations describe a preferred future for Moriarty and identify how that preferred future might be realized. These recommended actions can be effected by setting priorities relative to factors such as costs, ease of implementation, time scheduling, and appropriateness. However, the decision to implement this plan ultimately falls upon the City of Moriarty. In addition to providing a strategy for the implementation of goals and objectives, these recommendations are organized with a time frame for addressing the multiple needs of the community.

These strategic action recommendations were put together by the Moriarty Comprehensive Plan Steering Committee with assistance by the MRCOG staff, customized and amended by the public, and adopted by the City Council. A resolution adopting the strategic action recommendations was approved by the Moriarty City Council on July 8, 2003 (see Appendix B).

Overview of Recommendations

Specific strategic action recommendations are presented below, including brief explanatory information further describing each action and a priority rating. Following the explanation of each strategic action recommendation is a letter and number that corresponds to the appropriate goals and objectives. For example, A.3 would refer to the third objective under Goal A. All of these actions are recommendations that may or may not be initiated by the governing body to carry out the implementation of the Moriarty Comprehensive Plan. These plan recommendations are placed into the same categories used in the listing of goals and objectives, and identify a time framework in terms of the following priority ratings: critical (immediate), short, medium, and long range actions. Critical recommendations are those strategic action recommendations that have the highest priority. Short range means an action that may be achieved within a one to five year timeframe. Medium range means an action that may be achieved within a five to ten year timeframe. Long range means an action that may be achieved within a ten to twenty year timeframe. The "Ongoing" priority rating simply means that the strategic action recommendation should be carried out for the foreseeable future throughout the next 20 years (encompassing short, medium, and long range actions). A tabular summary of the priorities is provided at the end of these recommendations in Table 32.

Category: Land Use and Development

Concentrate commercial development along Historic Route 66.

Route 66. Historic Route 66 is the most important business location in the City. Moriarty should capitalize on the history and nostalgia of Route 66, and use this theme to attract tourists as well as residents from throughout the region. An obvious technique would be to restore and expand the use of architectural and decorative neon which reflects the historical character of Route 66.



El Comedor with decorative neon star

Development of the Route 66 streetscape should continue with improvements to pedestrian areas, street lighting, abandoned and/or dilapidated buildings, drainage and landscaping, signage, and pavement upgrades. The City should provide regulatory incentives for increasing commercial development in this corridor. The City should also organize and sponsor special events such as the Pinto Bean Festival to promote business activities on Historic Route 66. [A.3, B.2, B.5, K.1, K.2, K.4, L.1, L.5]

Priority Rating: Critical and Ongoing

Establish annexation policies and procedures. The City should adopt an annexation policy resolution that establishes criteria for making decisions regarding annexation of new territory to the City's incorporated area. Criteria should include a clarification of purpose, the costs and benefits of the annexation, and the anticipated long-term effects on infrastructure, facilities, and services of the City. Annexation should be used to expand the City's land base in particular for housing and commercial activities. Potential areas for annexation are the lands in and around the Municipal Airport, the Rodeo Grounds, and lands located on the northern and western fringes of the City. [A.6]

Priority Rating: Short Range

Adopt inter-local planning agreements with Torrance and Santa Fe Counties. The planning and platting jurisdiction of Moriarty extends three miles out from the corporate limits and lies within two counties. This is a concurrent jurisdiction between a municipality and county and requires dual approval for all subdivision proposals in this area. Coordination should be established between the City and the two counties for purposes of development review, annexation, and regional service provisions. Such coordination can be formalized by written agreements containing procedures for reviewing development proposals in that area of common interest surrounding municipalities. [A.7]

Priority Rating: Short Range

Codify all City of Moriarty ordinances. In order to organize and retrieve information about local laws and regulations, Moriarty should codify all City ordinances into one book. Codification will provide easy access to adopted City ordinances for Moriarty staff, public officials, and private citizens.

Priority Rating: Critical and Short Range

Streamline the development process. The City should review all development procedures and reduce unnecessary delays in the overall development review and approval process. Zoning and subdivision regulations (particularly as applied in commercial and industrial areas) should be evaluated in terms of due process, timing requirements, reasonable standards, and regulatory restrictions. [A.3, K.2, K.3]

Priority Rating: Short Range

Increase regulatory enforcement of existing land use ordinances. Moriarty's appearance is fundamentally affected by the City's ability to establish and administer land use regulations. In order to be more effective and to improve the City's appearance, Moriarty should adopt more explicit measures and criteria for development. In a recent key person interview, 79 percent of those interviewed believed that City zoning regulations should be more strictly enforced. Furthermore, analysis of the key person interview also suggests that one of the primary concerns of Moriarty is the City's appearance. When asked in the key person interview how the City government could play a greater role in the planning and development of lands in and around Moriarty to ensure an attractive and healthy community, the most frequently mentioned response was for the City to strictly enforce the ordinances already on the books. [A.1, A.2, A.5, B.1, B.6, B.7]

Priority Rating: Critical and Ongoing

Conduct an on-going City Beautification Program. In an effort to improve the general appearance of Moriarty, the City should establish a program to facilitate and/or coordinate scheduled clean-up days, weed and litter prevention, and roadside landscaping maintenance. Analysis of a recent key person interview indicates that improving community appearance should be a primary goal for the City. Scheduled clean-up days could be done in coordination with the solid waste company (currently Waste Management of New Mexico, Inc.), business organizations, and volunteer service-oriented groups such as the Boy Scouts, Girl Scouts, Rotary, Lions Club, 4-H Club, National Honor Society, and others. The City should also recognize those individuals, businesses, and groups with special clean-up awards. In addition, the City should adopt and impose anti-litter regulations with stringent enforcement throughout the community. [A.1, B.1, B.2, B.3, B.4]

Priority Rating: Ongoing

Category: Housing and the Residential Sector

Encourage replatting and lot consolidation. There is an abundance of undersized residential lots (i.e., lots smaller than the minimum lot size required in the zoning ordinance) in Moriarty, particularly within the central area of the City. The City should establish a process to replat, vacate, or consolidate substandard lots to provide more marketable and developable lots. The City should provide incentives to developers to replat and consolidate lots. An inventory of all undersized lots should be compiled by the City with assistance from the County Assessor and local title companies to establish a data base for a lot consolidation program. [A.4]

Priority Rating: Ongoing

Establish design guidelines for manufactured housing. A significant portion of the housing in Moriarty is manufactured housing and mobile homes (38.5% in 2000). This housing type can be designed, sited, and installed in a manner that is more compatible with conventional housing in the community. The City can incorporate relevant guidelines for the design and placement of manufactured housing into existing regulatory ordinances. These types of housing structures should meet basic requirements of public health, safety, and welfare. [D.3]

Priority Rating: Short Range

Develop a City Housing Services Program. Moriarty has significant land and infrastructure available for housing development at a reasonable cost. The City should take a proactive role to promote housing development and ensure comprehensive housing services to the community. There are many programs available to provide housing assistance to residents of the community. Housing services may include rehabilitation/restoration, rental assistance, mortgage guarantees, and other housing incentive programs. There is a particular need in Moriarty for rental housing, middle-income housing, rehabilitated housing, and housing for the elderly. The City should investigate the possibility of creating a Moriarty Housing Authority and/or establishing public/private partnerships to meet housing needs of the greater Moriarty area. For optimum results, the City should designate and train a housing specialist on the City staff to coordinate housing-related activities. [B.5, D.1, D.2, D.3, D.4]

Priority Rating: Short Range

Category: Water Infrastructure

Prepare and implement a water management program for the City. Moriarty must take steps to ensure that the future water supply is secure. In a recent survey, over 92 percent of the respondents agreed that water quality and wise use of water is critical to Moriarty's future. A recent key person interview also indicated strong support for water conservation. Moriarty can protect the community's drinking water supply by adopting and maintaining a water

management program which includes elements such as water rights acquisition, conservation strategies, a drought contingency plan, and a groundwater protection plan. [G.1, G.2, G.3]

Priority Rating: Critical and Ongoing

Adopt and implement a water conservation program.

Assuming that there may be limitations on future water supply, the City should adopt a water conservation program containing strategies such as water metering/monitoring, low flow devices, xeriscaping incentives, water pricing mechanisms, recycling and reuse of water, and an extensive education program to ensure voluntary public support and participation. [G.1, G.2, G.3]

Priority Rating: Critical and Ongoing



Xeriscaped yard in Moriarty

Enforce well head protection regulations. The City's water supply also needs protection at the location of the public water wells. A well head protection ordinance has been adopted by the City in order to control land use near all public water supply wells; however, enforcement of these regulations needs to be strengthened. [G.4]

Priority Rating: Ongoing

Develop and implement a master drainage plan. Large portions of the City lie in a designated 100-year floodplain. Moriarty is relatively flat and sudden summer thunderstorms can bring torrential downpours that can result in significant flooding and ponding. The purpose of a drainage master plan is to identify priorities for improvement projects to alleviate flooding in the flood-prone areas. A master drainage plan could address the flooding problems by improving conveyance channels and constructing facilities that contain the spread of flood waters. A recent community survey indicates that Moriarty residents would like to see all City streets adequately drained, although in some cases the streets themselves might perform as flood conveyance structures. [H.1]

Priority Rating: Critical and Short Range

Adopt a storm water pollution control plan. Moriarty should implement a storm water pollution plan to protect the City's water supply from the pollutants that are often carried by storm water runoff. Storm water runoff is intensified by impervious surface areas such as paved streets, parking lots, and building rooftops. Storm water quality is affected by the heavy presence of tractor trailer

rigs and interstate traffic stopping in Moriarty, which can lead to uncontained spills in vehicle service areas and the seeping of hazardous chemicals into the ground, thus contaminating and adversely affecting water resources. Moriarty can utilize flood control structures and non-structural techniques to minimize the pollution deposited by storm waters. Flood control techniques may include the construction of swales, terraces, retention structures, and landscape/vegetation management. The Flood Protection Overlay Zone, which is incorporated into the Moriarty zoning ordinance to regulate development in flood prone areas to minimize flood damage, can be expanded and strengthened to prevent hazardous materials from polluting the ground water. [H.2]

Priority Rating: Short and Medium Range

Expand wastewater system to protect community health and water resources. Provide connections to the wastewater system for service to all community residents. Areas that use septic tanks can eventually pollute and contaminate the community's groundwater. Moriarty's wastewater improvement project ranked second in the City's latest Infrastructure Capital Improvements Plan (ICIP). The wastewater project is intended to upgrade the distribution system and the wastewater treatment facility. [G.5]

Priority Rating: Ongoing

Category: Transportation Systems

Adopt a long-range street system plan. A long-range street system plan portrays a future street network for Moriarty and the surrounding area, and should be adopted and periodically updated by the City Council. The long-range street system plan establishes a basis for identification of transportation projects. Also, when adopted to include a map, the long-range street system plan provides a framework for subdivision review, street capacity improvements, location study corridors, future right-of-way acquisition, and other transportation-related issues. Since Moriarty relies heavily on I-40, the freeway interchanges in the vicinity of the City (including potential new interchanges) should be reviewed for optimum performance. [E.1, E.2, E.3]

Priority Rating: Short Range

Establish a short-range street improvement program for the City. The Moriarty City Council should compile an approved listing of street maintenance and construction projects to be scheduled over the next five-to-ten years. This compilation of street projects could be listed from high to low priority, but must be updated annually to reflect current policy of the City Council, provide a basis for the current City budget, and achieve the objectives of the City's Long-Range Street System Plan. Moriarty should continue to identify more critical street projects in the annually-updated Infrastructure Capital Improvement Plan (ICIP). In a recent community survey, 85 percent of the respondents agreed that all streets in the City should be paved and adequately drained. In order to improve Moriarty's current accessibility and circulation, the City should identify

specific roads that are deficient, particularly in areas where significant growth might occur. Moriarty should also ensure that all streets have proper signage and that all properties are properly identified throughout the City. The installation of traffic lights and traffic calming devices such as speed bumps should also be investigated to improve public safety at critical locations. Moriarty should link the street network and transportation system with existing and future land use and development. [E.2, E.3, E.4, E.6]

Priority Rating: Ongoing

Conduct a commercial vehicle parking management study. Due to its significance as a cross-country truck stop and service center, the City should examine innovative ways to accommodate the parking and movement of semi tractor trailer rigs along the City's main street (Historic Route 66). In a recent community survey, over 45 percent of the respondents agreed that the parking of semi-tractor trailer rigs is a problem in Moriarty, while 33 percent were in disagreement and 21 percent were neutral. Moriarty has a peculiar dilemma, in which the trucking industry provides the City with significant tax revenues while creating public safety problems associated with a transportation mix of "big rigs," personal automobiles, and pedestrian movement. A commercial vehicle parking management study should take into account Moriarty's role as a "trucker's rest stop" of national significance, catering to a variety of needs and providing services for long-haul truckers. [E.2, E.5, E.6, E.7]

Priority Rating: Critical and Short Range

Establish a transportation hub in Moriarty. Moriarty is ideally situated regionally to provide a "staging area" for a variety of travel modes. Moriarty currently has no public transportation system; however, a recent community survey indicates that a majority (55.9 percent) of respondents are in favor of a local public transportation system. While a public transportation system may not be economically feasible at the current time, a multi-modal transportation hub could help coordinate future transportation alternatives in Moriarty. A multi-modal transportation hub might contain facilities for buses, vanpools, carpools, a traveler comfort center, and transportation offices. Moriarty is one of four locations identified as a possible hub in a proposed regional plan for multi-modal transportation facilities. A multi-modal transportation hub in Moriarty would provide residents with a secure location to meet, park their cars, and then carpool, vanpool, or bus to Albuquerque. When asked in a key person interview what transportation alternatives would work in Moriarty, respondents gave strong support to both carpooling/vanpooling and bicycle/pedestrian paths. [F.2]

Priority Rating: Medium Range

Develop a planned bicycle and trail network. Moriarty does not have a bicycle and trail network to enhance local access and circulation, provide relief to the street network, and expand recreational opportunities in the City. A recent community survey indicates that the majority (57 percent) of respondents supported bicycle trails and additional pedestrian walkways in Moriarty.

Following adoption of a bicycle and trail plan, future street projects could be designed to include the added function of trails or bikeways. [F.1]

Priority Rating: Long Range

Improve and expand Moriarty Municipal Airport. The City should take a more active role in operating and maintaining the Municipal Airport. The Moriarty Municipal Airport is on the New Mexico Airport System Plan and is included in the New Mexico Aviation Division Capital Improvement Program and the City's current Infrastructure Capital Improvement Plan (ICIP). The Airport is considered one of the premier glider airplane centers in the Southwest. It serves as a supporting airport to Albuquerque International Airport.



Moriarty Municipal Airport

In a recent community survey, 54.4 percent of the respondents agreed that the City should intensify development (i.e., expand commercial development) of the Municipal Airport and surrounding lands. To do this, the City needs to annex the airport and a sufficient amount of the surrounding territory in order to safeguard the future operations of the airport. [F.3]

Priority Rating: Ongoing

Category: Public Services and Facilities

Establish 24-hour urgent care facilities and improve emergency response. There are no community hospitals or 24-hour urgent care facilities in Moriarty or anywhere in Tarrant County. The City needs to investigate the costs and benefits and the overall feasibility of supporting a 24-hour urgent care facility in Moriarty. Emergency response (paramedics and ambulances) in this region also needs to be improved, particularly in light of the national objectives of homeland security. The City should also investigate the availability of federal funding to improve response capabilities of the Moriarty police, fire, and rescue services into areas outside of the City limits. [I.6, J.1, J.2, J.3]

Priority Rating: Critical and Ongoing

Continue to provide post-secondary education opportunities in Moriarty. In order to increase the skills and abilities of the local workforce, Moriarty should continue working with institutions that provide post-secondary education, particularly as an extension of state universities and colleges. The City might also investigate the possibility of establishing a Junior or Community

College. Moriarty should establish a special task force to explore post-secondary education opportunities, and should coordinate with the Moriarty Public School District regarding the use of their classrooms. Partnerships with local businesses should be created to provide job training and internship programs. [L.2, L.3, L.4]

Priority Rating: Critical and Ongoing

Develop a Recreational/Open Space Master Plan. According to a recent survey, a majority of respondents (52.1 percent) agreed that more parks, recreational sites, and open space areas are needed in Moriarty. In order to coordinate and distribute recreational activities to maximize their use and availability, a long range master plan for recreational facilities and open space should be adopted. The master plan should include policies and priorities concerning new and expanded facilities, joint ownership and multiple-use facilities, passive recreation, organized recreational programs, open space preservation, and a mechanism for dedicated funding of recreational facilities and operations, to name a few. Moriarty should continue to identify ongoing park improvements and recreational facilities such as the Moriarty City Park and Memorial Gardens Park, Crossley Park, B.M. Grissom Park, Heritage Rodeo Arena, as well as new facilities like a natatorium (swimming pool) and regional sports complex. The City can improve recreational assets and resources by pooling efforts with the Moriarty Public School District and with Torrance County. The City should appoint a special advisory committee to develop a Recreational/Open Space Master Plan, comprised of public officials and local citizens and representing the City, County, and the Moriarty Public School District. [C.1, C.2, C.3, C.4, C.5, I.4, I.5]

Priority Rating: Medium Range

Improve facilities and services for the elderly. The range of facilities and services for the elderly needs to be upgraded in Moriarty. Existing as well as new facilities and services for the elderly might include a local retirement home, improved medical care, specialized housing and community centers, and transportation for transit-dependent persons. A recent community survey indicated that the overwhelming majority of respondents (68.9 percent) were in favor with the statement that Moriarty should encourage more facilities and services for the elderly. [D.4, I.3, I.6]

Priority Rating: Ongoing

Category: Economic Development

Promote employment growth. Moriarty needs to increase local employment opportunities, particularly by recruiting jobs that would raise local income levels. In the 2000 U.S. Census, Moriarty's median household income was \$25,150. This figure is relatively low when compared to the median household income of Torrance County of \$30,446, the New Mexico median income of \$34,133 and the United States median income of \$41,994. Moriarty could also help to raise local income levels by supporting education and literacy

programs to improve skills and abilities of the local workforce. Moriarty should assist in job training programs through partnerships with local businesses and educational institutions. A coordinated effort between the City and EVEDA (Estancia Valley Economic Development Association) and the Chamber of Commerce would help promote employment growth. (A.3, L.2, L.3, L.4)

Priority Rating: Critical and Ongoing

· **Support workforce development through continuing education.** The City should work in cooperation with other agencies and organizations to provide continuing educational opportunities and job training programs for the residents of Moriarty and the surrounding community. Emphasis can be on post-secondary education and vocational training programs that would be placed in Moriarty to serve the Estancia Valley. [L.2, L.3, L.4]

Priority Rating: Critical and Ongoing

**Table 32
Strategic Action Priorities**

Strategic Action Recommendations	Critical Need	Short Range 1-5 yrs.	Medium Range 5-10 yrs.	Long Range 10-20 yrs.
Category: Land Use and Development				
Concentrate commercial development along Historic Route 66	•	•	•	•
Establish annexation policies and procedures		•		
Adopt inter-local planning agreements with Torrance and Santa Fe Counties		•		
Codify all City of Moriarty ordinances	•	•		
Streamline the development process		•		
Increase regulatory enforcement of existing land use ordinances	•	•	•	•
Conduct an on-going City Beautification Program		•	•	•
Category: Housing and the Residential Sector				
Encourage replatting and lot consolidation		•	•	•
Establish design guidelines for manufactured housing		•		
Develop a City Housing Services Program		•		
Category: Water Infrastructure				
Prepare and implement a water management program for the City	•	•	•	•
Adopt and implement a water conservation program	•	•	•	•
Enforce well head protection regulations		•	•	•
Develop and implement a master drainage plan	•	•		
Adopt a storm water pollution control plan		•	•	
Expand wastewater system to protect community health and water resources		•	•	•
Category: Transportation Systems				
Adopt a long-range street system plan		•		
Establish a short-range street improvement program for the City		•	•	•
Conduct a commercial vehicle parking management study	•	•		
Establish a transportation hub in Moriarty			•	
Develop a planned bicycle and trail network				•
Improve and expand Moriarty Municipal Airport		•	•	•
Category: Public Services and Facilities				
Establish 24-hour urgent care facilities and improve emergency response	•	•	•	
Continue to provide post-secondary education opportunities in Moriarty	•	•	•	•
Develop a Recreational/Open Space Master Plan			•	
Improve facilities and services for the elderly		•	•	•
Category: Economic Development				
Promote employment growth	•	•	•	•
Support workforce development through continuing education	•	•	•	•

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APPENDIX A

RESOLUTION No. 02-03-06

A RESOLUTION OF THE MORIARTY CITY COUNCIL
ADOPTING GOALS AND OBJECTIVES FOR THE
COMPREHENSIVE PLAN FOR THE CITY OF MORIARTY

WHEREAS, The City of Moriarty has received funding through a Community Development Block Grant administered by the New Mexico Local Government Division for the purpose of developing a Comprehensive Plan; and

WHEREAS, The City of Moriarty has entered into a Planning Services Agreement with the Mid-Regional Council of Governments (MRCOG) to establish an organizational structure and carry out a process for the preparation of a Comprehensive Plan; and

WHEREAS, the City of Moriarty Comprehensive Plan Steering Committee has been working with the staff of the MRCOG in the development of the Comprehensive Plan since October 2002; and

WHEREAS, the City of Moriarty has engaged in numerous activities to solicit community input such as surveys by mail, personal interviews, and a public workshop; and

WHEREAS, the Comprehensive Plan Steering Committee and the staff of the MRCOG have reviewed previous and other relevant plans for the City, have evaluated statistical data and conducted research concerning the City, and have incorporated all public input into the development of Goals and Objectives for the Comprehensive Plan; and

WHEREAS, Goals and Objectives for the City of Moriarty Comprehensive Plan have been formulated to define the City's vision and a means to achieve that vision, to serve as a guide for decisions on issues regarding the future development of the City, and to provide a basis for strategic planning recommendations.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Moriarty does adopt the Goals and Objectives for the City of Moriarty Comprehensive Plan hereby attached and made a part of this Resolution.

PASSED, ADOPTED, and APPROVED this 25 day of February, 2003, by the City Council of the City of Moriarty, New Mexico.



Mayor, City of Moriarty

ATTEST:


Moriarty City Clerk

APPENDIX B

RESOLUTION No. 02-03-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORIARTY, NEW MEXICO, ADOPTING STRATEGIC ACTION RECOMMENDATIONS FOR THE MORIARTY COMPREHENSIVE PLAN.

WHEREAS, the Moriarty City Council has undertaken a process to develop a Comprehensive Plan for the City, funded in part by a federal Community Development Block Grant administered by the New Mexico Local Government Division, and prepared by the Mid-Region Council of Governments (MRCOG) under a Planning Services Agreement; and

WHEREAS, the Moriarty Comprehensive Plan Steering Committee, appointed by the City Council, has been working with the staff of the MRCOG in the development of the Comprehensive Plan document; and

WHEREAS, Goals and Objectives for the Moriarty Comprehensive Plan were adopted on February 25, 2003, by the Moriarty City Council to serve as a guide for policy decisions regarding the future development of the City of Moriarty; and

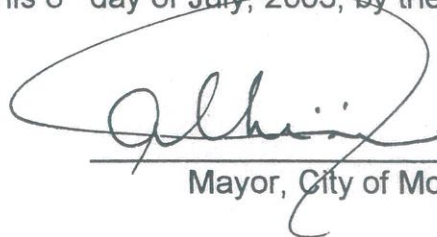
WHEREAS, the adopted Goals and Objectives have provided a foundation for the preparation of Strategic Action Recommendations which are intended to further define a comprehensive plan for the City of Moriarty; and

WHEREAS, proposed Strategic Action Recommendations were presented for public input at an advertised public workshop on May 8, 2003; and

WHEREAS, Strategic Action Recommendations constitute the central component of the Comprehensive Plan document for the City and provide a working basis for Plan implementation.

NOW, THEREFORE BE IT RESOLVED that the Moriarty City Council does adopt the Strategic Action Recommendations for the Moriarty Comprehensive Plan hereby attached and made a part of this Resolution.

PASSED, ADOPTED, and APPROVED this 8th day of July, 2003, by the Moriarty City Council.



Mayor, City of Moriarty

ATTEST:


City Clerk/Treasurer